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Hongkong, 21st February, 1907.

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P.O. Box, 88, Telephone No. 12

BIRTH.

On March 3rd, at the Government Civil Hospital, the wife of Mr. and Mrs. J. A. Jones, of a daughter.

DEATH.

Joseph Mitchell, light-house keeper of Green Island Light-house, yesterday morning. The funeral will leave the Public Mortuary at 2.35 o'clock this afternoon and pass the Monument at 5. Friends are respectfully invited to attend.

HONGKONG OFFICE: 10A, DES VUEX ROAD, OFF LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 5TH, 1907.

The manner in which President Roosevelt's faithful attempt to introduce improved spelling into the English language has been received affords an interesting illustration of the power of an established written character—in China, for example. An alphabetical form of writing is not in reality purely phonetic. After it has been in use for any long period it becomes to a large extent practically hieroglyphic. The sound of the words is more or less indicated by their spelling, but after a time the written word in its entirety is taken to stand for the thing or idea it indicates, and thus is no longer phonetic, the whole word being grasped at once by the eye and conveying its meaning to the mind of the reader irrespective of the sound attributed to it, as definitely as an Egyptian hieroglyphic or a Chinese "character." This stage once reached, these familiar signs soon come to have an extraordinary power over the minds of those who are familiar with them. They are looked upon in a way as old friends with whom most people—but more especially those of literary tastes—are very loth to part. President Roosevelt may be powerful enough to do away with "Trusts" or even to bring about an amendment of the American

Constitution in respect to the independence of individual States, but he is unable to alter the spelling of the English language. His experiment in that direction by having his message to Congress written with his own peculiar spelling was certainly a bold one; but it was met in a thoroughly characteristic manner. The papers simply translated the message and gave it in the ordinary spelling. However much they may be in favour of freedom in a general way, it is evident that American Editors as a body don't agree with Mrs. Fowler that "spelling is an invasion of the right of private judgment."

If this is the feeling as to established written forms where the spelling is, at least in theory, phonetic, we can form some idea of the affection and reverence with which the Chinese are known to regard their written characters, and how difficult it would be to induce them to make any change. The character indeed has been one of the chief binding forces, that has kept the Empire together. The spoken dialects may vary to such an extent that Chinese from different Provinces have great difficulty in communicating with each other verbally, but they have always as a last resort the written language which is known to them all; and this forms a tie of much more than mere literary force. Indeed it has probably done more to keep China together than anything else. The Chinaman feels a certain community with all who understand his written language. Had this not been the case the drift of Chinese thought would no doubt have been very different from that which it has taken. With a common written language the different Provinces have all studied in the original the same classical books. They read the works of the great classics with various pronunciation assigned to the characters, but the characters themselves have, to all, the same meaning. Had an alphabetical system been adopted, the spelling in the different Provinces would no doubt have varied as the pronunciation of the words changed and, instead of different dialects, we should in the course of time have had different languages, and with the different languages in all probability different political ideas and aspirations. The Classics would no doubt have held their own, but in many parts of China they would in the course of time have come to be regarded, no doubt, as great works, but still in some degree in the light of curiosities—in fact, much as scholars regard the writings of SPENSER in the present day.

It is worth noticing that an attempt was made in Korea as far back as the tenth century to reduce Chinese to a phonetic system—the Buddhists having then introduced a written script of Chinese with a perfect alphabet of twenty-five letters, which is indeed in use for business purposes and the like to the present day; but it has never been accepted by the educated classes, who, look upon it, as is pointed out by Sir Walter Hillier, as suitable only for women and children. That writer states that one effect of the use of this phonetic writing has been to stereotype the ancient pronunciation of Chinese words, which has been lost in China itself, and that the language of the Koreans contains a large admixture of Chinese words pronounced in the old way. From this we may infer that had an alphabetical system been adopted in China itself, the spelling of a large number of words would have varied so much in different provinces that actually new languages would have arisen, in place of merely the various dialects which now exist. Thus we should have had different languages in China from a common origin, just as there are different tongues in Europe derived in the main from Latin. With such new languages there would be new ideas, and with the fresh views, a much greater tendency to political separation than has been the case. There is nothing which makes more for a common nationality than a common language, and it has been fortunate for Chinese unity that she has been able to preserve at all events one written language throughout her vast Empire.

The Duke and Duchess of Manchester visited Macao on Sunday.

Mr. Bandmann's excellent comedy company is presenting "The Admirable Crichton" to-night in the presence and under the patronage of His Excellency the Governor.

As interesting Chinese marriage will take place in the beginning of next moon when the only son of His Excellency Wu Ting Fang, the eldest daughter of the Hon. Dr. Ho Kai.

Mr. Joseph Mitchell, second light-house keeper, died suddenly yesterday morning at Green Island Light-house. Deceased, who arrived here in 1892, leaves a widow to mourn his loss. The funeral takes place this afternoon.

The list of cases of communicable disease reported at Hongkong last week was comparatively light, there being only three of diphtheria (two fatal) and 14 of smallpox, (eleven fatal).

"An appeal to Scotsmen, throughout the world" is issued by the Scottish Modern Arts Association. Its object is to secure greater recognition for Scottish Art and to press the claims of Scotland for adequate representation in the British National Art Collections.

Mr. R. H. Butler, Hon. Secretary to the "Crack Children Fund," desires us to announce that the list will be closed on the 18th inst., and that he would be glad to receive cheques before that date from the subscribers who have not yet forwarded their generous donations.

The Commission of Inquiry into the wants of the Russian Navy has reported in favour of search for a practicable North-East Passage. The report urges as absolutely necessary the despatch of an expedition into the Northern Arctic Sea for the purpose of discovering a passage into the East Asiatic Sea.

The result of the Hongkong V.A. Maxim Competition between Half Companies for the Gascoigne Shield, held at Tai Hang on the 2nd inst., is officially communicated as follows:—First—Right Half, No. 2 Company, Capt. W. Armstrong. Second—Left Half, No. 1 Company, Capt. G. P. Lammer. Four Half Companies competed.

The return of visitors to the City Hall Library and Museum for the week ending the 3rd March, 1907, shows that of non-Chinese there were 337 to the Library and 206 to the Museum; and of Chinese 168 to the former and 5423 to the latter. The Library was, therefore, used by 505 persons and the Museum by 5,634.

A certificate of discharge from the Army which has been brought to a contemporary's notice suggests that the tattoo is popular with the soldier as with the sailor. The list of "marks or scars" includes "scar, woman, I love S.H., clasped hands rt. leg." But then "woman, hands, tomahawk, left leg." Finally, "I love Amy, dots, left arm." That gallant soldier must have been careful not to let his left arm know what his right leg did.

Since the new short rifle was accepted by the Army Council the whole of the infantry have been armed with it. The re-arming of the Volunteers will commence at the beginning of the ensuing financial year with the issue of 10,000 new weapons, in the proportion of twenty-five to each corps. It is calculated that by the end of the year the whole of the Army at home and abroad, together with their respective reservists, will have been re-armed.

There is an enormous waste of ripe fruit in India, where the climate, added to the myriads of germs about, causes decay in a very few days. The loss in money value is therefore great. It will be good news to fruit growers as well as vendors to learn that, by immersing ripe fruit for ten minutes in cold water, containing 3 per cent. of commercial formalin, they can be preserved for some weeks. A series of experiments carried out at the Jodrell Laboratory at Kew prove the efficacy of this treatment. Even fruits like the strawberry, having no "skin" or rind, treated in this way, gave excellent results. In the case of strawberries the fruit is dipped in cold water, after the first immersion, and allowed to drain by being placed on a wire-mesh frame. Apples treated with the formalin solution kept sound for three months. The idea is worth trying in India.

The Bombay papers state that about thirteen thousand employees of the G. I. P. Railway workshops at Parel struck work on the 1st Feb. The cause of the trouble is said to be due to the introduction of Standard time. Before the introduction of Standard time the men used to start work at 7.30 a.m. less Bombay time, and now the starting time is fixed at 7.30 Standard time. This meant starting work forty minutes earlier than the men were accustomed to, and they made representations asking to be allowed to begin at 8.30 a.m. and agreeing to work till a corresponding late hour. As their request was not granted they struck work. It seems a trivial matter to lead to such trouble, and a compromise ought surely to have been arrived at. In any case those who opposed the introduction of Standard time in Calcutta will point to the incident with glee. But it will be remembered that the objection to Standard time was just the reverse in Calcutta where it would have meant starting work later and leaving off later.

The Lords of the Admiralty intimate in a circular to the Fleet that they have decided that a commander appointed as executive officer on board the flagship of a Commander-in-Chief or other flag officer is to be eligible for a flag allowance similar to that payable to certain other officers on flagships, and have approved of the allowance being on the following scale:—In ships bearing the flag of a Commander-in-Chief, 5s. a day; in ships bearing other flags or broad pennants, 2s. 6d. a day. The allowances are to date from January 1, 1907. The Admiralty have also issued a revised scale of flag allowances to various officers. The allowances which affect commanders (N), lieutenants (N), engineer commanders or engineer lieutenants, marine officers, and officers of the medical and accountant branch, vary from 5s. to 2s. 6d. per day in ships carrying the flag of a Commander-in-Chief and 2s. 6d. per day in ships carrying other flags or broad pennants. Officers appointed prior to the date of the order are not affected.

The Ven. Archbishop Banister presided, and there were numerous ladies and gentlemen present at the meeting of the Church Missionary Association held at St. Paul's College yesterday afternoon. The treasurer's report, showing a balance of \$24, was adopted, and the retiring members of committee were re-elected. Dr. Paknam from the Fuhkin mission then addressed the meeting on the progress of mission work in that part of China.

The Adelaide Register of January 26th says: Mr. Arotas Henry Young, grandson of our fifth Governor (Sir Henry E. Fox Young), and son of Mr. Arotas Young (baronet at law, of the Inner Temple), left by Friday afternoon's express to catch one of the Japanese line of steamers, leaving Sydney on January 30. Mr. Young, who was educated at Queen's School, North Adelaide, has received an appointment in the Eastern Extension Cable Company's Department at Hongkong and will probably be absent from the land of his birth for several years.

Messrs. Holm Bros., No. 43, Yamashita-cho Yokohama, filed a petition with the Superintendent of the Yokohama Customs against the application of the provisions under No. 380 of the Import Tariff on telephones wire imported by that firm on February 12th, the petitioners contending that 5 per cent. ad valorem duty should properly be imposed according to the Japan-German Conventional Tariff, instead of 20 per cent. duty under the first named tariff. The petition was, however, rejected on the ground that the provisions under No. 13 of the Conventional Tariff were applicable exclusively to telegraph wire, and not to telephone wire.

The practice of Indian money lenders in their own land is not without interest in view of what obtains in Hongkong. The Englishman remarks: From time to time, as in the case we report, the villagers of Bengal get their own back on the Pathan money-lenders who terrorise them. Without expressing any opinion on the merits of the particular case in question, we may say that generally speaking Pathans to whom money is owed have the habit of recovering their principal and interest by means of the argument of the stick. They induce the villagers to borrow money, pressing it on them with many expressions of disinterestedness and then, accompanied by friends armed with heavy sticks, go round six months later to recover double (and sometimes even more) the amount they originally lent. Occasionally the villagers collect in numbers and beat the Pathans. Obviously a system of this kind is out of place in a civilised and law-governed country and many proposals have been made to deal with the nuisance in some drastic way. But it is difficult to see exactly what can be done, except to warn villagers against borrowing money or buying goods on credit from Pathans. No one who knows India would advise the Bengalis who are intimidated to lodge a complaint at the local thana, for their last case would then be worse than the first.

"SIGN OF THE CROSS."

Wilson Barrett's famous drama attracted a very large audience to the Theatre Royal last night. The cast was a large one but each member did exceedingly well and helped to maintain the excellent reputation of the Bandmann Company. The performance was much appreciated, and the work of the principals was accorded special commendation.

HOCKEY.

THE CHALLENGE CUP.

The first Hockey Match of the Challenge Cup Competition will be played this afternoon on the Military Ground, the competing teams being the 11th Infantry and the Hongkong Hockey Club. The match will commence at 4.30 p.m., and an excellent game is expected. The teams are:

Club:—(Goal) R. G. Searle, (Backs) L. Murphy (Capt.) and T. M. Knott, (Halves) W. S. Dupree, A. B. Ogilvie and H. L. Garrett, (Forwards) L. H. King, F. V. Kierman, R. F. C. Master, L. G. Bird and C. J. Satterthwaite. 11th Infantry:—(Goal) Vitank Deonak, (Backs) Major Lewis and Arjank, (Halves) Lt. Stainton, Vitank Ragnak and Ram Chander, (Forwards) Lt. Lecky, Col. Aitken, Lt. Taylor (Capt.), Pateh Khan and Sakhran. The Club will play in White the 11th in Colours.

Referee:—Lt. Usher and Capt. Butler.

HONGKONG'S SHIPPING STATISTICS UNDER SUSPICION.

Lord Dersborough of Taplow, who presided at the meeting of the Thames Conservancy, had his attention called by Mr. Morton, M.P., to the statement made at the last meeting that the Port of London exceeded any other port in the world in the net register tonnage of vessels entering during the past year, the figure being 27,145,000 tons. He wished to know whether the claimant's statement had been called to a statement by the harbour master at Hongkong that in 1905 the number of net register tons entering and clearing at the Port of Hongkong and paying dues was 34,185,091.

The Chairman replied that his attention had been called to the statement made by Commander Basil Taylor, R.N., harbour master of Hongkong, and on referring to the shipping returns contained in the Colonial Report on the trade of Hongkong for 1905, he found that the tonnage was calculated on an entirely different basis to the return which he gave. If the tonnage of the vessels omitted in the return for the Port of London were added to the tonnage of London would far exceed that of Hongkong.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ROYAL MOVEMENTS.

LONDON, March 4th.

The King has gone to Biarritz.

MR. CHAMBERLAIN.

LONDON, March 4th.

Mr. Chamberlain has left for the Continent.

JUDICIAL CHANGES.

LONDON, March 4th.

The Rt. Hon. Sir R. Henn Collins, Master of the Rolls, has gone to the Court of Appeal, and the Right Hon. Lord Justice Cozens-Hardy has been appointed Master of the Rolls.

PROGRESSIVE AFGHANISTAN.

LONDON, March 4th.

The Ameer has engaged Europeans to start textile factories.

ITO'S RETURN TO KOREA.

TOKYO, March 4th.

Marquis Ito left Tokyo to-day for Seoul.

"THE DAKOTA" ASHORE.

TOKYO, March 4th.

The Great Northern Steamship Company's *Dakota* stranded last night outside Tokyo Bay.

A vessel has been despatched to rescue the passengers.

LATER.

The latest information is that the forepart of the *Dakota* is submerged.

The passengers have been landed but are unable to reach Yokohama.

The high seas make communication impossible and render the position of the vessel dangerous.

[The N.Y.K. the Great Northern Steamship Company's agents at Hongkong, yesterday received the following telegram from Tokyo:—"The *Dakota* is on shore at Nojima, with slight damage, yesterday evening, forty miles from Yokohama. Mails, passengers and crew saved." The *Dakota* left Seattle on February 17th and was due in Hongkong on March 24th.]

[BRITISH SERVICE.]

THE UNITED STATES.

LONDON, March 2nd.

The House of Representatives have passed the Subsidy Bill, as amended.

THE LIMITATION OF ARMAMENTS.

LONDON, March 2nd.

Sir Henry Campbell-Bannerman, in an article in the Liberal "Weekly" says that the nation considers the objections to the discussion of a limitation of armaments at the Hague baseless, and points out that the original conference at the Hague was convened for that purpose. Great Britain has already shown her sincerity by the reductions in her army and navy, and he is convinced that the world recognises that British naval preponderance is not aggressive.

A SERIOUS ACCUSATION.

"Vigilans," in the Sydney Bulletin gives some horrible particulars regarding the relation between Blacks and Chinese in the Territory, which unfortunately cannot be denied, says the Northern Territory Times. The whole Native question is crying out for immediate attention and unless such action is taken very soon by the South Australian Government, some journalist or other will be coming along one of these days and exposing a state of affairs which will shock the world, and will make the name of "South Australia" a reproach it will deserve to be if the question continues to be ignored. Because the South Australian Government has been told often enough of what is going on. One of the first duties of Mr. Justice Herbert as Government Resident was to furnish the S.A. Minister with a report on the aborigines, which was probably never read in Adelaide, and in his last report he says:—"It has been frequently pointed out that we have no legislation worthy of the name regarding Aborigines, and I think that the Queensland Act, modified as indicated in my previous report, should be made to apply to the Territory." But the extinction of a primitive nation by disease and vice is considered a trifling matter by South Australians, compared with the necessity of considering the case of a civil servant who has had £5 a year taken off or added to his salary, so they vote £200 a year to encourage more natives to exchange the happy, healthy surroundings of their own native bush, for the camps of men who consign them immediately to a living death, and ensure actual death in a very few years.

This and many other problems require attention here, and a Government Resident is appointed whose office is ostensibly to advise the Government what action they should take in such matters. But they never intend to take his advice, and are so utterly indifferent regarding this country that they lend their chief adviser to the Federal Government, to assist an enquiry into the affairs of a country which needs far less investigation than the affairs of the Territory. Their sins be upon their own heads! Unless we are very much mistaken the Black question will prove South Australia's Nemesis.

POLICE COURT.

Monday 4th March.

BEFORE MR. F. A. HAZELAND (First Police Magistrate).

CHARGES AGAINST ENGLISH OFFICER. David Mills, quartermaster on board the *S.S. Breconshire*, was charged with stealing five tins of opium valued at \$140, the property of Messrs. Shewan, Tomes and Company, and secondly with unlawfully being in possession of five tins of opium.

The circumstances were rather remarkable. On Saturday night defendant was alleged to have gone to an opium-divan at 178 Queen's Road East and produced a tin of raw opium which he offered to the keeper for \$20. The latter engaged the man in conversation while he sent for the excise officer and at the same time communicated with the police. Inspector Gourlay arrived and the defendant, seeing that he had been trapped, tried to throw the opium away and attempted to escape. However he was arrested and taken to No. 2 Police Station where he was charged and made certain admissions. Acting on these the police proceeded on board the *Breconshire* and in defendant's room a box was found. It was locked but the searchers opened it and found four balls of raw opium. A further search in the fore-cabin revealed the fact that the cargo, which was consigned to Messrs. Shewan, Tomes and Company, had been broached and that the secking had been sown up after the balls had been extracted. Defendant's story was that on Saturday night he heard a noise in the fore-cabin and saw several men escape through the skylight. Then he found the opium lying near the chest and he looked it up in his chest. Mr. Tompkins, the master, presented in the first charge, and Mr. Hoggarth, excise officer, presented in the second.

Defendant was sentenced to six weeks' hard labour.

GAMBLERS.

No fewer than five batches appeared before his Worship charged with gambling. One numbered 16, another 14, a third 12, a fourth eight, and a fifth four. The usual fines were imposed.

KIDNAPPING.

A Chinese woman was charged with kidnapping on eight months' child from its parents in Eam Lane. The defendant visited the house of the complainants three weeks ago and found the grandmother nursing the child. She offered to hold it and during the temporary absence of the old woman from the room defendant disappeared with the baby. The police discovered her on Sunday near Pottinger Street carrying the child and she hid.

The case was adjourned.

CARD SHARPERS.

Four men, who were proved to be card sharpers, were sentenced to one month's imprisonment for being on board the "Empress of Japan" without permission.

THE BANK NOTE TRICK.

Leung Wing Fo, a coolie, was charged with falsifying obtaining \$140 from a shop coolie in Des Voeux Road three weeks ago. He was said to have worked the old dodge. He asked the complainant to change a pile of notes at the same time requesting him to give him as security the notes he held in his hand. The coolie did so and found out afterwards that he had been victimised.

Defendant was discharged.

INSPECTOR-GENERAL OF THE ARMY.

AN UNFOUNDED RUMOUR ABOUT THE DUKE OF CONNAUGHT.

Statements have been made in several quarters that it is in contemplation to introduce important changes in the office of Inspector-General of the Forces, and that the Duke of Connaught will probably vacate his appointment.

We have authority for stating (says "The World") that, so far as his Royal Highness is concerned, nothing has occurred in official quarters to give justification to these rumours, as it is recognised how valuable the work is which his Royal Highness is carrying out in visiting foreign stations, and seeing for himself how matters stand with regard to local defences. All these visits are made at the suggestion and with the full approval of the Army Council. It has been found in the past that the reports furnished to headquarters have been enlightening and exhaustive, thus providing a most useful record upon which the fullest reliance can be placed. The staff of the Inspector-General has recently been increased by two officers—Inspectors respectively of the Army Service Corps and Royal Army Medical Corps, this addition having been made because the Secretary of State and the officials of the Treasury are so thoroughly sensible of the importance of the duties discharged by the officers acting under his Royal Highness's orders as Inspectors of the various arms of the service.

LATEST STEAMER MOVEMENTS.

The steamer *Radnorshire*, left Singapore on the 1st inst., and is due here on or about 8th inst.

The T.K.K. str. *Gloryfury* sailed from Kobe direct to this port, on Saturday, the 2nd inst., afternoon, and is due here on or about the 8th inst.

The I.G.M. str. *Zieten* carrying the German Mails with dates from Berlin of the 12th Feb., left Colombo on Sunday, the 3rd inst., p.m., and may be expected here on or about Wednesday, the 13th inst.

The T.K.K. str. *America Maru* sails from Yokohama 5th inst. for Hongkong via usual ports of call, and will therefore be due to arrive at this port on Friday, the 15th inst.

The I.G.M. str. *Preussen* which left here on 27th Feb., arrived a Singapore yesterday, at 6 a.m.

The C.P.R. str. *Athenian* left Yokohama Mar. 2nd inst. for Victoria and Vancouver.

The C.P.R. str. *Montague* arrived Nagasaki at 11 a.m. on Monday, the 15th inst., and leaves again at 9 a.m., Tuesday, the 5th inst. for Kobe where she is due to arrive at 5 p.m., to-morrow.

CORRESPONDENCE.

PARSEE TRUSTEES PLEASE NOTE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd March.
 Sir,—The suggestion made in this morning's issue of the *Daily Press* by "Bojars" to convene a meeting of the Parsee community of Hongkong at their club house to pass a resolution expressing their thanks and deep sense of gratitude to His Majesty the Shah of Persia for the reassuring message he has sent through His Britannic Majesty's Minister at Tehran is worthy of immediate action on the part of the Trustees of the Charity Fund, who may well be called the legally constituted and elected representatives of the Hongkong, Canton and Macao Parsee Community. It is indeed a matter of surprise to many that no steps have as yet been taken by the Trustees in this matter, as apart from the gratitude felt by the community, their less fortunate coreligionists living under the sway of His Majesty the Shah of Persia are so well looked after and protected, the cannons of courtesy demand that a suitable reply be sent to His Majesty.

Perhaps it will not be amiss to suggest here that the time has now arrived when the Trustees should take their community into their confidence, and put before them the steps they have taken to safeguard their interest in the claim they have on the Shanghai Parsee Community Charity Fund. All sorts of wild rumours are afloat amongst the members of the community, mostly to the effect that the matter is not to be fought out to the bitter end on strength of the correspondence and documents held by them, and clearly establishing their claim, but that it will be left to the discretion of the court to decide and determine what rights and claims the Hongkong community have on the accumulated funds at Shanghai. The considerations of the cost of the legal proceedings are rightly or wrongly held out as a convenient shield of defence on this novel step, but of course in the absence of all information, withheld by the Trustees, it is impossible to judge as to the correctness or otherwise of all such vague rumours and talks circulating amongst the individual members. It is, therefore, most that some information be given out at the same meeting, and the true feeling of the community gauged, and their wishes ascertained before it is too late to decide as to the adoption of the final step in connection with the proceedings in the case that is shortly coming before the Supreme Court at Shanghai—I am, Sir, Yours faithfully.

A ZOROASTRIAN.

THE PARSEES IN PERSIA.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—The gratitude of your recent Parsee correspondents to the new Shah is very nice, but it may be as well to recall the history of the Shah's telegram.
 A Parsee firm of the Colony recently received telegraphic advice from their Bombay Agency that their merchant-representative in Persia had been murdered at Yazd, during the troubles incidental to the respective claims of the new Shah and of a nephew of the late Shah, to the Persian throne. The new Shah's telegram was in reply to enquiries about that regrettable incident. I don't think it is quite necessary for the Parsees to cable their thanks under the circumstances.

Yours faithfully

SHIPOWNERS AND CARGO.

THE QUESTION OF RESPONSIBILITY.
 In the Tokyo Appeal Court on Feb. 20th was heard an appeal filed by Messrs. Sibir Wolf & Co. No. 99 Yamashita-cho, Yokohama, against judgment given by the Yokohama District Court in the civil case of Sibir Wolf & Co. v. Butterfield & Swire, where the plaintiffs claimed ¥1,500 as damages for short delivery of cargo imported by the vessels of the "Cebu Steamship Co., Ltd., and of the China Mutual Steam Navigation Co., of which the defendants are the local representatives. The Yokohama District Court dismissed the claim on the ground that inasmuch as the alleged shortage resulted from a theft committed after the cargo was landed in the Customs compound, the defendants were under no obligation to make good the loss, as under British law they are exempt from the liability by virtue of the provision inserted in the bill of lading.

The appellants contended that while they admit the legality of applying British law in the case, the respondents must be held responsible for the loss of the cargo, even if it resulted from irretrievable causes, so long as they failed to take the necessary measures to prevent the loss. The respondents argued that the bill of lading explicitly provided that the cargo should be delivered on board, and it was also provided that the steamship company should not be held responsible for the loss resulting from theft.

The Appeal Court considered it necessary to submit the question of the British law to an expert, and the services of Professor Matsunami of the Imperial University were accordingly secured for the purpose.
 The professor gave at a great length his view on the British law on the point. The gist of his evidence was, that the British Courts made it a rule to invalidate the exemption clauses inserted in a bill of lading on the ground that free admission of the exemption of steamship companies from liabilities was detrimental to the public interest. Even if it were explicit in the bill of lading that the shipowners were not responsible for the damage done to or loss of cargo through the negligence of pilots, engineers or others of the crew, the shipowners were held responsible if negligence were proved. Again, in a case of theft the shipowner was not exempted from the liability if the circumstances attending the theft were not specified. Opinion was divided amongst jurists as to the application of the law to the ship's documents, but the majority of jurists agreed in the opinion that the law of the country where the documents were executed should govern.

Professor Matsunami said that he would put forward his evidence in writing on the action pending in the Court.
 The proceedings are being watched with considerable interest in shipping circles.

THE PEKIN SYNDICATE'S POSITION.

A lengthy letter has been addressed to Mr. Carl Meyer, the chairman of the Pekin Syndicate, by Mr. A. Luzzatti, from which the following paragraphs are extracts:
 The one and only object aimed at by the Pekin Syndicate from its formation has been to secure for England the mineral wealth of the province of Shanai, recognised by the best geologists to be the richest in the world in coal and iron.

The Shanai concession secured, the Pekin Syndicate, anxious to avoid all possible competition from European companies which might have been formed in the future for working the coal in the province of Homan, this latter province being situated nearer to the sea than the Shanai one, exerted all its efforts to secure this latter concession as well.

This recent concession was secured and all possible competition of a dangerous nature removed. The Pekin Syndicate proceeded then to a preliminary study of the whole concern, and, guided by the desire of sparing money in railway construction, started its work in the province of Homan, setting entirely apart the principal and sole object of its formation, namely, the exploitation of the Shanai province.

The greatest disappointment has up to now crowned this unfortunate decision.
 It would be simply impractical and useless to enter into any reclamation of the past. The Pekin Syndicate to the height to which, in spite of the errors committed, as stated in my letter to Mr. Gless dated May 31st, 1904, it is still fully entitled.

As I said already, thanks to the Homan concession in our hands, no competition whatever has to be feared in the future from any European company.

Mr. Luzzatti, dealing with the political position, remarks that the managing directors in China states that the natives and Chinese authorities will prevent the company from proceeding with its work, which he regards as a most extraordinary statement. There could only be difficulties if the work of the corporation were injurious to the Shanai people, and such would not be the case. The Shanai people, although not by a few anti-European students, would soon realise the enormous advantages to be gained by the establishment of a great coal and iron industry in the province. His suggestions are as follows:

The actual Board be increased by taking to join two influential coal and iron producers in England, and a French gentleman to represent the French and Continental interest in the concern.

Chinese gentlemen of high standing be asked to join the Board, and the whole of the unissued shares of the company to be reserved for some important Chinese banks.

One of the best known coal and iron engineers in England be appointed, with instructions to proceed forthwith to China.

Notice should be given to the Chinese Central Government that, in conformity to the rights consecrated by our contract, we are going to commence work immediately in the province of Shanai.

With all these formalities achieved, steps should be immediately taken to proceed with the work in Shanai province. If, in conformity to Mr. Luzzatti's declarations, the syndicate's work should be hampered by the Chinese authorities or by the natives, the British and Italian Ministers, on a joint action, would be fully justified in recalling the Chinese Government to the performance of its obligations.

In conclusions Mr. Luzzatti again expresses his belief in the honorable acceptance of the terms of the concession by the Chinese authorities.

The *Pail Mail* Gazette comments: Signor A. Luzzatti has issued a circular to the shareholders (or such of them as he can reach in face of the obstacle placed in his way by the company) embodying a letter addressed to Mr. Carl Meyer.

This letter sets forth very clearly and categorically the present unsatisfactory position of the company's affairs. It points out that the one and only object aimed at by the Pekin Syndicate from its formation has been to secure for England the mineral wealth of the province of Shanai, recognised by the best geologists to be the richest in the world in coal and iron.

The Homan concession was subsequently secured to avoid possible competition from other European companies, and work was started here in order to economise on railway construction. It is unnecessary to emphasise the disappointing results of this decision; we need only mention that over a million of capital has been expended, and apart from the Homan Railway, the Syndicate has nothing to show for the money except two holes in the ground and an unworkable coal seam. Signor Luzzatti suggests that work should immediately be commenced on the Shanai concession, and he gives reasons for believing that no serious difficulty will arise in securing the necessary permit. He also proposes that the board should be strengthened by two influential men, one from producers in England, and by a French gentleman to represent Continental interests. The shareholders will be wise to support these moderate demands, for up to now the directors (or some of them), with their sixpenny bucket-shop pamphlets and other share-pushing devices, seem to have been far more concerned with the manipulation of the market than the energetic development of the company's very valuable concession.

THE KAISER WINS.

CONCERNATION AMONGST THE SOCIALISTS.
 P-ling was extraordinarily heavy in the German elections. The results, which involve a severe check to the Socialists, have come as a great surprise to all parties, and have been the occasion of a remarkable speech by Prince Buelow, between whom and the Kaiser there was a long deliberation at the Wilhelmstrasse. Some feeling has been aroused by the dispersal of loyal demonstrators by the police.

There are 307 constituencies, and the final results are given by mail papers as follows:—237 members have been definitely elected, second ballots being necessary in 100 cases. The successful candidates comprise:—

	Won.	Lost.
Conservative	2	2
Imperial Party	2	4
People's Party	2	4
Centre	2	4
National Liberals	9	9
Radical People's Party	4	2
Socialists	1	20
Guelphe	1	1
Economic Union	1	1
Middle Classes Association	1	1
Independent Liberals	1	1
Independents	1	1
Anti-Semites	1	2
Landowners Union	1	1

MR. WHITELEY'S WILL.

£1,000,000 FOR HOMES FOR AGED POOR.

The most striking bequest under the will of the late Mr. William Whiteley is the gift of £1,000,000 to endow a comprehensive scheme of public charity.

This bequest forms the subject of a special will, in which the scheme is exhaustively treated in all its details. The project is one on which the late Mr. Whiteley spent much time and thought, and the careful provisions for initiating the "Whiteley Homes for the Aged Poor," and for safeguarding them financially, were practically all drawn up by himself. Although even at the age of seventy-five, Mr. Whiteley was still an active business man, who attended daily at his office in West-bourne Grove, he devoted much of the leisure he had to the elaboration of the great charitable design which, during his later years, had been the chief interest of his life.

The statement that the total amount of the estate is approximately £1,500,000 is inaccurate. Mr. Roche declared that it is impossible to tell, at the present stage, what is the full value of the estate. The following are the provisions of the will, which is dated May 26th, 1904:—

The testator appoints his two sons William Whiteley and Ernest Whiteley, his brother-in-law Henry Mason, and Charles St. John K. Roche, executors and trustees for the "general" purposes of his will, and bequeaths to each of them who should act the sum of £1,000,000 free of duty. Various pecuniary legacies are bequeathed to nephews, nieces, and other members of the family, also to servants in his employment at the time of his death.

The following charitable legacies are left free of duty:—

St. Mary's Hospital, Paddington	£2,000
The London Fever Hospital, Islington	1,000
Paddington Green Children's Hospital	500
The Cancer Hospital	500
The Hospital for Consumption, Brompton	500
The Middlesex Hospital	500
The West London Hospital	500
Hammer-smith-road	500
The Chelsea Hospital for Women	500
The Nazareth House, Hammer-smith-road	500
The Little Sisters of the Poor, St. Joseph's House, Portobello-road	500
The National Society for the Prevention of Cruelty to Children	500
The Royal Society for the Prevention of Cruelty to Animals	500
The Royal Hospital, Richmond	100
The Hayes Cottage Hospital, Middlesex	100

The most important of the family legacies are:—

To his sister Maria Whiteley an annuity of £1,000 for life, free of duty, with the right to use and enjoy as her residence, during her life, Beechgrove, Finchley, as now held by her.

To each of his daughters Ada Florence and Clara Louisa an annuity of £1,000 for life, free of duty, to commence from the death of his widow, Harriet Sarah Whiteley, who he declared, was otherwise adequately provided for.

The testator then bequeaths £250,000 in trust for his son William and a similar sum of £250,000 in trust for his son Ernest.
 It is further directed that two sums of £5,000 be set apart the income thereof to be applied as follows:—

Paid to the Mayor and Aldermen of Paddington and the vicars of certain named churches, to be distributed, under certain restrictions therein set forth, to poor people at Christmas, and to be called "The Whiteley Christmas." The income of the other £5,000 to be paid to certain trustees called "The Whiteley Sports Trustees" who are to apply the same for prizes to encourage cricket, football, rowing, and swimming, under certain conditions, one being residence within five miles of West-bourne Grove.

The testator finally directs that his trustees should hold as aforesaid as may be to, but not exceeding £1,000,000, and pay the same over to certain special trustees called "The Whiteley Homes Trustees," upon trust to found, provide, and maintain homes for the aged poor, to be called "Whiteley Homes for the Aged Poor," and also to assist in the maintenance of the inmates. The Homan provisions are made for carrying out the bequest.

The ultimate residue (if any) is bequeathed in trust for his two sons equally.
 LORD CHARLES BERESFORD.

LORD CHARLES BERESFORD.

COMMENTS OF A SOCIETY PAPER ON

NAVAL PROMOTIONS.

Sir Arthur Wilson, before he retires (says "The World") is to be afforded another opportunity of displaying his skill as a naval commander, for to him is intrusted the duty of directing the manoeuvres which will be held at the end of February. Having round Lagos, at the close of February, the Admiral brought his operations to a close, the Admiral will have down his flag to make room for his successor, Lord Charles Beresford.

With the retirement of Admiral Wilson and the withdrawal of Lord Charles Beresford from the command in the Mediterranean, the Admiralty will proceed to carry out its programme of changes in the fleet as notified in the recent memorandum. The new system in its entirety by April 1. After, but not until then, it will be possible to form an estimate as to the advantages of the new arrangement, the advantages of which have been the subject of much in some places heated discussion. We are committed to the new departure, and there is nothing to be done for a time but to allow it a fair chance of the success which its originators claim for it.

As was expected, Lord Charles Beresford has been permitted by the Admiralty to return to England before the expiration of his term of command in consequence of the recent death of his brother in America. The last mail from Malta brought letters from naval officers on the station, all couched in the same terms of enthusiastic appreciation of Lord Charles, both from a professional and social point of view. And officers of the Army seem to be equally sensible of the great merits of the gallant admiral, of whom it is said: "When some of his admirers have been apt to get soldiers by the ears, by their absurd preachings in favour of 'blue-tick'ism," he has been a real pleasure to find Lord Charles Beresford on all occasions speaking and acting in a way which clearly demonstrates his fitness to exercise high command."

The men who have never failed knows but little of human nature.

Nothing is more irresistible than a formal garden gone wild, a plainness where are his done its utmost neglected for centuries until nature has swept in, reconquered her domain, and taken it to her heart.

RUINING THE BRITISH ARMY.

STOP PENSIONS!

The *Daily Express* says:—An astounding order intended to prevent soldiers earning pensions has been issued by the Army Council to commanding officers throughout the country.

The order retards the right of soldiers to earn long service pensions, except in the case of "about 10 per cent. of the rank and file." Hitherto it has been the usage to allow soldiers and non-commissioned officers of good conduct to re-engage after a first term of seven or twelve years in order to complete twenty-one years' service and so qualify for a small pension. The practice is now to be confined within the narrowest limits.

The effect of this order will be that about ninety per cent of all soldiers and non-commissioned officers in the British Army will be strictly forbidden to qualify for pensions, no matter how good their conduct may be.

The Army Council, whose members are supposed to consult the interests and needs of the Army, and to resign rather than assent to any injurious measures proposed by the War Minister of the day, has now shown its willingness to dance to Mr. Haldane's music as it danced to that of his predecessor.

The reasons assigned for the new order, which was forwarded to the War Office, are supposed to be the increase and needs of the Army, and to resign rather than assent to any injurious measures proposed by the War Minister of the day, has now shown its willingness to dance to Mr. Haldane's music as it danced to that of his predecessor.

THE ORDER.
 The order, bearing the signature of Sir Guy Fleetwood Wilson, the Director of Army Finance, is as follows:—

War Office, London, S.W.

25th January, 1907.

Sir,—I am commanded to inform you that the Army Council have had under their consideration the conditions of service and engagement of the men serving in the several arms of the Regular Forces, and have been impressed with the large number of re-engaged men serving in the ranks, which is a prominent feature in the returns compiled in this office.

While the Army Council fully realise the necessity of allowing non-commissioned officers, and a proportion of soldiers to re-engage, it is to form a valuable cadre for training and mobilisation purposes, they regard the numbers of re-engaged men in some units as decidedly excessive.

The terms of service for the different arms have been fixed primarily with a view of providing an adequate Reserve, as it must not be forgotten that the Army is intended to be a short-service one.

It is obvious that the Reserve-producing power of units is diminished by the proportion of the soldiers who are serving on for pension, while the expense of the Army is proportionately increased by the pensions payable by long service. Further, the draft-producing power of units is diminished and it is more difficult to draw on re-engaged men for drafts, and when such men are sent abroad the cost of transport is increased, as many of them are married.

Bearing these facts in mind, and that the percentage of re-engagements has materially increased during the last few years, while the amount voted for soldiers' pensions exceeds £2,000,000 it becomes necessary that commanding officers should restrict the percentage of men re-engaging in their particular units, especially in the infantry of the line, so that the Reserve for each unit may be adequate on mobilisation.

For the present the Army Council do not wish to lay down a hard and fast percentage, but leave the matter to the discretion of commanding officers; they consider, however, that as a general rule ten per cent. of the rank and file should be sufficient.

In the surplus of the Reserve of soldiers are short with a view of producing large reserves on mobilisation, the same principle should be applied as regards extensions of service; the important part of the provision of a fully sufficient Reserve should not be lost sight of, and only a limited number of extensions permitted.

I am, Sir, your obedient servant,
 GUY FLEETWOOD WILSON.

COSTLY ECONOMY: WIDOWS' ALLOWANCES TO BE STOPPED.
 Subsequently the news paper commented:—

The astounding order issued by the Army Council vetoing the right of soldiers to earn long service pensions except in the case of 10 per cent of the rank and file, has created great surprise in the Army.

The order is regarded as the worst blow ever dealt at recruiting, and as likely to increase the discontent which already prevails in the ranks, owing to the previous economic schemes which have emanated from the brain of Mr. Haldane.

It is clear that the policy of "economy" practised by the Secretary for War will, unless checked at once, lead not only to an attenuated and less efficient Army, but one composed of an undesirable type.

This year's Army estimates provided for 60,392 pensioned non-commissioned officers and men at a cost of £1,344,000, a reduction in the number of pensioners of 1,210 on the previous year.

The infantry, whom the new instructions will affect principally, are credited with 50,710 pensioners. The establishment of the infantry for 1907 was fixed at 143,565.

By limiting the number of soldiers permitted to re-engage for pension to 10 per cent, it will be possible to save a substantial sum of money.

In face of these facts it will be impossible for the Government to continue the recruiting posters which announce that among the "advantages of the Army" is one referred to as "advantages of service to qualify for pension." The Government must, in justice to itself and recruits, withdraw what must now be regarded as misleading posters and make it clear that these allurement are not part of the soldier's contract.

The rates of pension range from 1s. 6d. a day for privates to 4s. a day for warrant officers. That is none too liberal an amount for men who give the best of their years to their country's service, but the new order only allows 10 per cent. of the men to be entitled to re-engage for pension service. Thus, while formerly the Army, like the Civil Service, offered a man permanent employment, men will have the effect of driving thousands of men helplessly and penniless on the world either to earn a precarious living as casual labourers or to join the great army of unemployed.

The position may be best summed up in the words of a non-commissioned officer who has completed seven years' service. He was sent by an "Express" representative at Salisbury on Saturday.

"The Army is a wash out," he said. "This is the beginning of the end. I had hoped to finish my time for pension, but after the order I intend to clear out."

"The order implies more than is apparent. It is not safe to remain in the service, indeed it is not safe to join it, because no matter how well conducted or how efficient a man may be, he stands a serious chance of being turned adrift."

PHOTO ALBUMS!

PHOTO ALBUMS!!

PHOTO ALBUMS!!!

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

[35]

HOCKS AND MOSELLES.

(Sole Agents for LANGENBACH & SOHNE, WORMS-on-RHINE.)

	1 doz. bottles	2 doz. 3 bottles
SPARKLING-MOSELLE	28.00	56.00
Do. HOCK	13.00	26.00
LAUBENHEIMER	14.00	28.00
GRAACHER	15.00	30.00
NIERSTEINER	20.00	40.00
HOCHHEIMER	24.00	48.00
LIEBFRÄUMLECH	24.00	48.00
CALIFORNIA RIESLING	6.50	13.00
Do. HOCK	6.50	13.00

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

H. PRICE & CO.

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

TELEPHONE No. 135.

[36]

after he has devoted the best of his years to the service of his country. Three generations of my family have been in the Army and I shall take good care that I am the last.

"We shall get no recruits at all," remarked another non-commissioned officer, "the service is on its last legs, and Mr. Haldane is hurrying on conscription faster than he thinks. Who will join the Army now that there is practically no prospect of a pension?"

An elderly room sergeant at Tidworth, on Salisbury Plain, declared that the reduction in the number of old soldiers would seriously affect the discipline and efficiency of the line battalions, and would necessarily restrict the field for the selection of the higher ranks of non-commissioned officers and warrant officers.

"There can be only one alternative," he added. "If we are to be deprived of our pensions, then the pay must be increased so as to enable a man to provide for old age with the same facilities as in civil life."

A member of the executive of the newly-formed National Defence Association described the order as "the last straw" in the general mismanagement of the Army.

"There is one particular passage in the order which will strike many soldiers as being particularly misguiding," he told an "Express" representative on Saturday.

"It must not be forgotten," says the order, "that the Army is intended to be a short-service one, and it is obvious that the Reserve-producing power of units is diminished by the proportion of soldiers who are serving on for pension."

"Now, why should the Army be intended to be a short-service one? Until the Army is locked upon as a profession we can never hope for an efficient standing Army."

"I am quite in favour of reducing the standing Army, but what is to become of men who join for three, or five, or, as they now do, for six years?"

"The term of service should, in my opinion, be fifteen years, and after that term of service the State or the municipalities should be bound to find these men employment. The men should be entitled to a respectable pension."

"The new order will simply mean the crowding of casual wards. I do not exaggerate when I say that 50 per cent of the men found in the 'doss-houses' in this country are Army reservists."

"The Reserve system is absolutely wrong, and the new order will make the present state of affairs worse, if possible, than before."

"The Reserve forces should be the nation—that is the auxiliary forces. There should be a small but highly efficient standing Army, and every man in that Army should be made to feel that he is following a profession, and that he will be adequately protected when he is compelled to leave his country's service."

"Those who are not much to be sympathised with as the rank and file. They are miserably paid, and their future is equally unpromising."

At Aldershot the new order was commented on most unfavourably by all ranks. The opinion is that it cannot fail to inflict the gravest injustice on the best class of soldiers, the men who have devoted their energies and their lives to making the Army their profession. The new order places it beyond the power of commanding officers to allow a man, no matter how efficient he may be to re-engage for pension if the 10 per cent. limit has been reached.

"There will be a shaking of zeal among the troops," said one officer. "The men will not try to rise in the ranks now that the hope of earning a pension has become so much smaller."

"The idea that the order will result in more men being forced into the Reserve is all moonshine," for the order does not apply to men serving beyond twelve years.

The feeling of unrest at Aldershot has been increased by the news that the War Office intends to compel soldiers who have earned their pension and retired from the service to come up again for service if called on. Failure to comply will result in forfeiture of pension. This order will certainly apply to warrant officers who will be liable up to the age of fifty-five without any further increase of pension or any other compensation.

The committee of the Defence Association will hold a meeting to discuss the Channel Tunnel on February 5, and the new Army order will probably be considered later.

It is stated that, following the new order, the married establishments of units will also be reduced.

The present cost of upkeep of so large a number of married quarters, with the charges for lodgings, is considered to be too great an item to be maintained, and there are as well the shipping charges for the conveyance of families of soldiers to foreign stations.

Married life has been made none too pleasant in the service, and the present tendency is to lessen the number of married men by removing almost wholly the opportunity for getting married and remaining in the service.

It is likely that the Army will dispense almost entirely with the married soldier.

WIDOWS ALSO TO SUFFER.
 It is stated on good authority that the Army Council is reconsidering the question of its discretionary power with respect to sending the pay warrant, so as to make widows' pensions for all ranks cease absolutely on re-marriage.

SUFFERED YEARS WITH ECZEMA

Caused a Loss of over £300 in Wages in Ten Years—Limb Raw as a Piece of Beef—Scalp also Affected—Doctors and Hospitals did no Good.

A TRIPLE CURE BY THE CUTICURA REMEDIES

"My eczema has been ten years standing and it has cost me over £300 in loss of wages. I am a carpenter and joiner by trade. I have been under doctors, and I also attended the skin hospital, but none of them did me any good. When I was at Harley I purchased some of the Cuticura Remedies, and was working about all the day, not giving my legs a chance, but after purchasing 12 sets of the Cuticura Remedies they cured the eczema in my limb. I also had spots on the scalp, but they are all gone now. I have lost these some people 50 years. My scalp is now all clean. My eczema was on the right limb from the ankle upwards, which was as raw as a piece of beef. I shall recommend the Cuticura Remedies to all I meet afflicted with eczema. Publish this statement for all the world, and let any one write to me and I will reply."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Daily Press only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

QUIET GERMAN GENTLEMAN requires One or Two FURNISHED ROOMS in Central District or close proximity with Bath and reasonable attendance. No meals, breakfast only by arrangement. Write to "Box 681," "Daily Press" Office.

Hongkong, 5th March, 1907. 512

LODGE ST. JOHN & SONS.

MEMBERS of the above Lodge are requested to attend the Funeral of the late BRO. JOSE MITCHELL, No. Regalia. The Funeral will pass the Monument at 5 P.M. TO-DAY.

Hongkong, 5th March, 1907. 513

C. U. S. R. A.

THERE will be a GENERAL MEETING of the CHINA UNION SERVICES LITERARY ASSOCIATION at 4.30 P.M. on MONDAY, the 11th March, in the Court Martial Room, Head Quarters Office, Fletcher Street.

The next Rifle Meeting will be held on March 24th and following days. Entries close on 23rd March.

HONORARY SECRETARY.
Murray Barracks.
Hongkong, 5th March, 1907. 514

IN THE MATTER OF ORDINANCE
No. 2 of 1892.

AND

IN THE MATTER OF THE Petition of the REGENERATED COLD AIR COMPANY, a Corporation duly organized and existing under the laws of the State of Maine, and having its principal Corporation Office in the State of Maine at Kittery, in the County of York, and its main business Office at No. 147 Milk Street, in the City of Boston, in the County of Suffolk and State of Massachusetts, United States of America, Manufacturers, for LETTERS PATENT for the exclusive use with the Colony of Hongkong of an Invention for "Apparatus for Treating Air."

NOTICE IS HEREBY GIVEN that the Petition, Declaration and Specification required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and it is the intention of the said REGENERATED COLD AIR COMPANY by MATTHEW JOHN DENMAN STEPHENS their Solicitor and Agent to apply for LETTERS PATENT for the exclusive use within the Colony of Hongkong of the said Invention, at a Sitting of the Executive Council to be held at the Colonial Secretary's Office, Government Office, Victoria, Hongkong, on MONDAY, the 11th day of March, 1907.

Dated the 28th day of February, 1907.

MATTHEW J. D. STEPHENS,
Solicitor for the Applicants.

515

FOR SALE.

A MINATURE GRAND PIANO by KNAKE, with Tin-lined Case Complete. A very good Instrument, thoroughly Seasoned, excellent Tone, and in first rate order. Apply to—**LIEUT. COL. ATKENS,** 119th Infantry, Kowloon. Hongkong, 5th March, 1907. 516

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer.

FAVOURED with instructions, will sell by PUBLIC AUCTION, On THURSDAY, the 7th March, 1907, at 2.30 P.M., at his Sales Room, No. 8A Queen's Rd. Central, A QUANTITY OF HOUSEHOLD FURNITURE And MISCELLANEOUS GOODS. (Particulars from Catalogue). Terms:—As usual.

Hongkong, 5th March, 1907. 517

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On MONDAY, the 11th March, 1907, at 5 P.M., at AH KING'S—SARAWAT, Wanchai, The Racing Yacht "JOAN" (late "HIBERNIA").

Well kept up in complete RACING TRIM, with Three MAINSAILS, MOORINGS, &c. Winner of 30 Points this season and of last season's Championship; and

The Racing Yacht "ASTHORE," Built by the Dock Co., well kept up in complete RACING TRIM with Two MAINSAILS, SPARE JIBS, &c.

Terms:—As usual.

Hongkong, 5th March, 1907. 518

HUGHES & HOUGH,
Auctioneers.

S.S. "ERNEST SIMONS"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c. as "Corduan" and "Medon" from Havre ex "Medon" from Bordeaux ex "Vile de l'Orient" in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee, before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 11th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th inst., or they will not be recognized.

All damaged packages will be examined on Monday, the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th March, 1907. 2

NEW ADVERTISEMENTS

FOR SHANGHAI, KOBE & YOKOHAMA

THE Steamship

"HABSBURG,"
Captain Filler, will be despatched for the above Ports TO-DAY, the 5th inst., at 10 A.M., instead of to-day.

The steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardesses.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 4th March, 1907. 507

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain A. E. Gentes, will be despatched for the above Ports on SATURDAY, the 9th inst., at 3 P.M.

For Freight, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 27th March, 1907. 509

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"HABSBURG,"
Captain Filler, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY, 5th March, 1907, at 3 P.M.

No Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 3rd March, 1907. 503

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 8th inst., will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 4th March, 1907. 509

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.

Landing Articles.

A Malignant Governor.

The Chinese "Revolution."

The Aura of Authority.

Americans and Chinese.

British Shipping Movements.

Chinese Reforms and Reactions.

Asiatic Emigration.

Hongkong Legislative Council.

Sale of Pianos.

Railway Notes.

Another Fire.

The Wreck of the S.S. "Hongkong."

Kowloon Worthies Departing.

Mining in the New Territory.

A Chinese Insurance Policy.

British North Borneo.

Hon. Mr. F. H. May.

Alice Memorial and Affiliated Hospitals.

Hongkong Horticultural Society.

The Fatal Fire in Tung Loo Lane.

Shamson (Canton) Municipal Council.

Opium Trade and Reformers.

Hongkong Races (Off-Days).

Supreme Court.

Macao.

Canton.

Companies:—

Hongkong and Whampoa Dock Co., Ltd.

Green Island Cement Co., Ltd.

Hongkong Hotel Co., Ltd.

China Fire Insurance Co., Ltd.

China and Manila Steamship Co., Ltd.

Shanghai Gas Co., Ltd.

Japan Brewery Co., Ltd.

Oriental Glass Manufacturing Co., Ltd.

"Revolutionaries."

The Bank of Japan.

The Devanah Collision.

Commercial & Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each, or 51 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage 52.

Hongkong, 5th March, 1907.

THE SHU ON Steamship Company, Ltd.

of No. 8, Queen's Road West Victoria Hongkong, HEREBY GIVE NOTICE that they have applied to the BOARD OF TRADE, under Section 47 of the Merchants Shipping Act 1834, in respect of the Ship "KWONG CHOW" of Hongkong, Official No. 109,869 of Gross Tonnage 923.91 tons, Register Tonnage 506.78 tons, heretofore owned by the said SHU ON Steamship Company, Ltd. for permission to CHANGE HER NAME to "KWONG SAI" and to have her registered in the New Name at the Port of Hongkong as owned by the said SHU ON STEAMSHIP CO., LTD.

ENTERTAINMENT

THEATRE ROYAL

THE BANDMANN COMEDY COMPANY.

22 LONDON ARTISTES 22

Under the Distinguished Patronage and Patronage of H.E. Sir MATTHEW NATHAN, K.C.M.G.

TO-NIGHT (TUESDAY), MARCH 5TH.

THE ADMIRABLE CRICKETON

PRICES OF ADMISSION: \$3, \$2 AND \$1.

Plan now open at MOUTRIE & Co.

Doors open 8.30 P.M. Commencement 9 P.M. Sharp

Hongkong, 28th February, 1907. 465

NOTICES OF FIRMS

NOTICE.

I have This Day authorised Mr. CURMALLY HASSUM to Sign my Firm.

E. PABANEY.

Hongkong, 28th February, 1907. 475

NOTICE.

MR. HERBERT RICHARD BUDD HANCOCK is This Day authorised to SIGN the name of my Firm.

SHEWAN, TOMES & Co.

Hongkong, 15th February, 1907. 409

WANTED

WANTED.

LADY TYPIST, able to write shorthand.

Reply stating speeds, previous experience, salary required.

Address—"B," P.O. Box 388.

Hongkong, 27th February, 1907. 469

FURNISHED ROOM WANTED.

QUIET ENGLISHMAN REQUIRES

FURNISHED BEDROOM in Respectable House in Central District or close proximity, with Bath, &c., and reasonable attendance. No illuminant necessary. No meals, or light breakfast only by arrangement. Small Room simply furnished will suffice. All letters regarded strictly confidential. Write first, stating terms, to—

SIMPLE LIFE.

Care of "Daily Press" Office.

Hongkong, 4th March, 1907. 501

INTIMATIONS

FOR SALE.

CRUISING YACHT, "DOROTHY,"

equipped; new sails (last November).

Apply—

J. HASTINGS,

38 Queen's Road Central.

Hongkong, 28th February, 1907. 469

GOVERNMENT NOTIFICATION.

THE GOVERNMENT OF THE FEDERATED, Malay States are prepared to receive Offers for the purchase of the Steam Yacht "MERAN," Length 15 ft. 3 inches. Beam 18 ft. 6 inches. Depth 11 ft. 6 inches. Compound Engines capable of driving the Vessel 10 knots per hour.

Fitted with Electric Light throughout.

Built in 1899 by the Hongkong and Whampoa Dock Co.

For further information or particulars apply to the INSPECTOR OF MARINE SURVEYS, S.S. Singapore, or the HARBOUR MASTER, Port Swettenham.

Sealed Offers to be sent to the FEDERAL SECRETARY, Kuala Lumpur, Selangor, to arrive not later than 30th MARCH, 1907.

Solangor, Malay Peninsula, 19th Feb, 1907, 479

NOTICE.

NOTICE IS HEREBY GIVEN that

the Undersigned are Proprietors of the Trade Mark of a BOAR'S HEAD in connection with the importation and sale of Lard and Lard Compound into and in Hongkong, which mark is locally known as copy "KAPALKA BANI," and has been used by the undersigned in Hongkong, and throughout the World for many years. Legal proceedings will be taken against any person attempting to import, or sell Lard or Lard Compound, or any similar edible fat, not produced by the undersigned, under this Mark, or any mark so closely resembling it as to be calculated to deceive.

THE N. K. FAIRBANK COMPANY.

422

NOTICE TO MARINERS.

No. 233 (Special).

CHINA SEA.

SHANGHAI-NINGPO DISTRICT.

TONKING ISLAND LIGHT EXHIBITED.

REFERRING TO NOTICE TO MARINERS No. 229 (Special), NORON is HEREBY GIVEN that the Light on Tongking Island was EXHIBITED for the first time at Sunset on the 23rd February, 1907.

The Illuminating apparatus is diaphanous of the Fourth-Order and gives four white Lightnings Flashes in quick succession every 20 seconds. The power of each flash is about 24,000 candles.

The Light, which is situated on the summit of the Island and is visible all round, is elevated 180 feet above the level of the sea and should be visible in clear weather at a distance of 19 nautical miles.

The Tower is 13 feet high, with a total height from base to lantern eye of 28 feet.

The Tower and buildings are painted White.

In thick or foggy weather a Second Class single-note red Fog Horn will be sounded giving a blast of approximately 2 seconds duration every 2 seconds.

Position:—

Latitude, 23° 51' 53" N.

Longitude, 122° 35' 24" E.

CAUTION.—It should be noted that a Second Class Single Note red Fog-horn has not the power of a 1st Class Siren.

T. J. ELDRIDGE,

Acting Coast Inspector.

Coast Inspector's Office,

Shanghai, 25th February, 1907. 503

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE ESTATE OF CAPTAIN FRANK WARRER, (A. DECEASED), TO-MORROW (WEDNESDAY), the 6th March, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, (Corner of Lee House Street), THE GOODS AND CHATELAIN, Consisting of:—

TRAVELLING BAGS AND TRUNKS, CLOTHING, CHEST-OF-DRAWERS, WASHSTAND, BOOKS, &c., &c., &c.;

Also

One GENT'S BICYCLE and One 12-Horse FOWLING PIECE.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 2nd March, 1907. 495

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction

On MONDAY,

the 11th day of March, 1907, at 3 o'clock in the afternoon, at his Sales Rooms,

No. 3, Duddell Street,

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY

Situate at KOWLOON TONG in the New Territory in the Colony of Hongkong viz—

(1) All that piece or parcel of Ground situate at Kowloon Tong in the New Territory in the Colony of Hongkong and registered in the Land Court as Lot Number Four hundred and two of Survey District No. 4. Area 2.35 acres. Annual Crown Rent \$7.05.

(2) All that piece or parcel of Ground situate at Kowloon Tong aforesaid and registered in the Land Court as Lot Number Four hundred and thirteen of Survey District No. 4. Area 5.18 acres. Annual Crown Rent \$14.07.

Agricultural Crown Leases have been granted in respect of both Lots.

For further Particulars and Conditions of Sale, apply to

Messrs. GOLDBRING & BARLOW,

10, Queen's Road Central,

Solicitors for the Mortgagee.

Mr. GEO. P. LAMBERT,

Auctioneer.

Hongkong, 28th February, 1907. 472

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction

On THURSDAY,

the 14th day of March, 1907, at 3 P.M., at his Sales Rooms, Duddell Street,

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY

Situate at SHAUKIWAN, in the Colony of Hongkong, viz—

All that piece or parcel of Ground situate at Shaukiwan aforesaid and registered in the Land Office as SHAUKIWAN INLAND LOT No. 10 Together with all Erections and Premises (if any) thereon. Area 15,230 square feet or thereabouts. Term 75 years, created by an Indenture of Crown Lease dated the 21st day of July, 1902. Crown Rent \$89.00.

For further Particulars and Conditions of Sale, apply to

Messrs. JOHNSON, STOKES & MASTER,

Solicitors for the Mortgagee,

or to

Mr. GEO. P. LAMBERT,

Auctioneer.

Hongkong, 27th February, 1907. 462

COME AND INSPECT

Our Special Varieties of

ARTISTIC VIEW POSTCARDS

ALL KINDS OF

FOREIGN POSTAGE STAMPS, ALBUMS

AND OTHER

PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACA & CO.,

Hongkong Hotel Corridor,

Hongkong, 1st January, 1907. 128

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

YAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 965 "

Width of Entrance on Bottom... 881 "

Water on Blocks at Spring Tide... 34 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 518 "

Width of Entrance on Top... 93 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

DOCK No. 2

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION
 PAID-UP CAPITAL.....\$10,000,000
 RESERVE FUND.....\$10,000,000
 STEERING RESERVE.....\$10,000,000
 SILVER RESERVE.....\$10,000,000
 RESERVE LIABILITY OF PROP'ORS \$10,000,000

COUNCIL OF DIRECTORS.
 G. H. MEDHURST, Esq., Chairman.
 Hon. W. J. GIBSON, Esq., Deputy Chairman.
 G. Balloch, Esq., A. J. Raymond, Esq.,
 E. Goets, Esq., N. A. Sheehy, Esq.,
 A. Haupt, Esq., H. E. Tomkins, Esq.,
 C. R. Lonsdale, Esq., D. M. Nislin, Esq.

CHIEF MANAGER
 Hongkong—J. R. M. SMITH

MANAGER
 Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND CHANCERY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
 On Current Account at the rate of Two per Cent. per Annum on the daily balance.
 On Fixed Deposits:
 For 3 months, 2½ per cent. per Annum
 For 6 months, 3½ per cent. per Annum
 For 12 months, 4 per cent. per Annum
 J. R. M. SMITH, Chief Manager.
 Hongkong, 1st March, 1907.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3½ per Cent. per annum.
 Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION, or to the HONGKONG SAVINGS BANK, at 4 per Cent. per annum.
 For the HONGKONG AND SHANGHAI BANKING CORPORATION,
 J. R. M. SMITH, Chief Manager.
 Hongkong, 12th January, 1907.

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK)
 ESTABLISHED 1863.
 Authorized Capital Fl. 15,000,000 (€15,000,000)
 Subscribed Capital Fl. 10,000,000 (Paid up)
 Reserve Fund Fl. 1,828,850.19 (€1,828,850.19)

HEAD OFFICE: AMSTERDAM.
 SUB-OFFICE: THE HAGUE.
 HEAD AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indragaja, Bandjoeing, Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Posing, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:
 THE HOLLAND-INDIAN BANK, LD
 London: (SWISS BANKERS)
 Paris: COMPTON NATIONAL D'ESCOMPTE DE PARIS.
 Berlin: DEUTSCHE BANK.
 Brussels: BANQUE DE PARIS ET DES PAYS BAS.
 Vienna: UNION BANK.
 Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.
 INTEREST ALLOWED.
 On Current Account at the rate of 2½ per cent. per annum on the daily balance.
 On Fixed Deposits: 12 months 4½ per annum
 " 6 months 3½ " " "
 " 3 months 3 " " "
 J. BOETTJE, Manager.
 No. 16, Des Voeux Road Central

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)
 CAPITAL SUBSCRIBEDYen 5,000,000
 CAPITAL PAID-UP " 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
 Amoy, Kobe, Taiwan
 Anping, Nagasaki, Tamsui
 Foochow, Osaka, Tokyo
 Keelung, Shanghai, Yokohama
 Swatow

HONGKONG OFFICE:
 3 Des Voeux Road.
 Interest allowed on Current Account Deposits received on terms which may be learned on application.
 (D. TOHIDOW, Manager).
 Hongkong, 1st July, 1906.

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China and the Philippine Islands and the Republic of Panama.
 CAPITAL AND SURPLUS
 AUTHORIZED Gold \$10,000,000
 CAPITAL PAID UP Gold \$3,250,000
 RESERVE FUND Gold \$3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.
 Branches and Agents all over the World.

LONDON BANKERS:
 BANK OF ENGLAND.
 NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.
 THE CAPITAL & COUNTRIES BANK, LIMITED.

BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2½ per cent. on daily balances and accepts Fixed Deposits at the following rates:
 For 12 months 4½ per cent. per annum.
 For 6 months 3½ " " "
 For 3 months 3 " " "
 No. 9, Queen's Road, Central, Hongkong.
 CHAS. R. SCOTT, Manager.
 Hongkong, 1st January, 1907.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.
 INCORPORATED BY ROYAL CHARTER, 1853.
 HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£200,000
 RESERVE LIABILITY OF SHAREHOLDERS.....£200,000
 RESERVE FUND.....£975,000

INTEREST allowed on Current Account at the rate of 2½ per cent. on the daily balance.
 On Fixed Deposits for 12 months 4 per cent.
 " 6 months 3½ " " "
 " 3 months 3 " " "
 T. P. COCHRANE, Manager.
 Hongkong, 10th May, 1906.

THE MERCANTILE BANK OF INDIA, LIMITED.
 AUTHORIZED CAPITAL.....£1,500,000
 SUBSCRIBED.....1,125,000
 PAID-UP.....562,500
 RESERVE FUND.....135,000

BANKERS:
 LONDON JOINT STOCK BANK, LIMITED

INTEREST allowed on Current Account at the rate of 2½ per cent. on the daily balance.
 On Fixed Deposits:
 For 12 months 4½ per cent.
 " 6 months 3½ " " "
 " 3 months 3 " " "
 E. OSMISTON, Manager.
 Hongkong, 26th March, 1906.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP.....Sh. Tels 7,500,000
 HEAD OFFICE—SHANGHAI.
 BOARD OF DIRECTORS, BERLIN.

BRANCHES:
 Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:
 KÖNIGLICHE BERGHAUPTSTADT (PREUSSISCHE) GELDGESAMTSCHAFT
 DEUTSCHE BANK
 S. BLEICHRODER
 BEFLINER HANDELS-GESELLSCHAFT
 BANK FÜR HANDEL UND INDUSTRIE
 ROBERT WASSERHAUSEN & CO.
 M. A. VON ROTHSCHILD & SOHN
 JACOB S. H. STERN
 NORDDEUTSCHE BANK IN HAMBURG, Hamburg
 SAL. OPPENHEIM, JR. & CO., Köln
 BAYERISCHE HYPOTHEKEN-UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS:
 Messrs. N. M. Rothschild & Sons.
 THE UNION OF LONDON AND SMITH'S BANK, LIMITED
 DEUTSCHE BANK (BERLIN), LONDON AGENCY
 DIREKTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
 F. JUNG, Manager.
 Hongkong 7th January 1907.

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.
 CAPITAL SUBSCRIBED Yen 24,000,000
 CAPITAL PAID-UP " 21,000,000
 CAPITAL UNCALLED " 3,000,000
 RESERVE FUND..... " 13,700,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
 Tokyo, Kobe, New York
 Osaka, Lyons, Hongkong
 London, Honolulu, Bombay
 San Francisco, Tientsin, Newchwang
 Shanghai, Peking, Mukden
 Dairen, Chiofoo, Tieling
 Port Arthur

LONDON BANKERS:
 THE LONDON JOINT STOCK BANK, LIMITED
 THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
 On Current Account at the rate of 2½ per cent. per annum on the daily balance.
 On Fixed Deposits for 12 months 4½ per annum
 " 6 months 3½ " " "
 " 3 months 3 " " "
 TAKEO TAKAMICHI, Manager.
 Hongkong, 12th September, 1906.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).
 ESTABLISHED 1824.
 PAID UP CAPITAL Fl. 45,000,000 (€45,000,000)
 RESERVE FUND Fl. 5,000,000 (€5,000,000)

HEAD OFFICE IN AMSTERDAM.
 HEAD-AGENCY: BATAVIA.
 Branches: Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Acheen) Teluk-Semawa, (Acheen) Bandjermasin.

Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:
 THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.
 INTEREST ALLOWED.
 On Current Accounts 2½ per annum on daily balances.
 Fixed Deposits 12 months 4½ per annum.
 " 6 months 3½ " " "
 " 3 months 3 " " "
 L. ENGEL, Agent.
 Hongkong, 23rd July, 1906.

SCIENTIFIC MISCELLANY.

AIR-SHIP MOTORS—WATER-WALKING BOOTS—A SAFE HOUSEHOLD LAMP—THE WALL STOVE—VOLCANIC FERTILIZER—FIGHTING THE AFRICAN SCOURGE—PANORAMAS OF SOUND—A KILLER OF PNEUMONIA GERMS.

The remarkable progress that has been made in building powerful engines of light weight for air-ships is well shown by the "Antoinette" gasoline motors of M. Levavasseur, the Paris engineer. The new 50 horse-power type has eight cylinders, this number ensuring great steadiness and making a flywheel unnecessary, while the motor starts on simply switching on the ignition current, and can be reversed by a simple cam-shifting device. The power is developed by 1,400 revolutions per minute. The boys and strokes are each 4½ inches, the total weight—including gasoline, pump, piping, wires, plugs and spark coil—is but 187½ pounds, and the space occupied is 29.13 inches long by 23.62 inches wide and high. This motor has been used on the new aeroplanes of Santos Dumont and by other aeronauts, also giving good results on launches. A 130 horse-power now being built will have sixteen cylinders, and is to weigh only 220 pounds, without gasoline, etc.

Walking on water was accomplished a year ago by W. H. Llewellyn, an English naval pensioner. The apparatus has been improved, and now consists of a pair of canvas-covered boots, about four feet long, with a large steering rudder—controlled by lines hitched round the waist—attached to one, and wooden cross-bars fitted to the bottom of each to aid in keeping the balance. In a late test, the inventor walked with and against a running stream, at about two miles an hour.

A novel English table lamp depends upon petrol absorbed by a porous stone filling the container. There is no wick, but air rising through perforations in the stone carries enough vapour to light the mantle. Upsetting extinguishes the light, while there is no free petrol, no odour and no smoke, with small consumption of illuminant.

A heating apparatus that is cheap, efficient, sanitary and of light and ornamental construction is claimed by Prof. Junkers, of Dessau, Germany, in his novel gas-stove for hanging on the wall. The lower half of the stove consists simply of a corrugated reflector, behind which is a passage for the cold air, which rises into a series of flat tubes over the burners, becomes heated, and escapes into an external casing surrounding the upper half of the stove. One series of openings in the casing allows the heated air to rise to the top of the room, another series projects it forward, while the heat passing downward is turned by the reflector against the floor. The gas is completely burned; the heat is used to best advantage, the strong circulation ensuring quick and uniform warming of the room; and the products of combustion are led from the burners to any convenient chimney flue. The stove is usually suspended at a height of 12 to 20 inches. It economizes space, dust does not collect beneath it, and it does not heat the wall behind it.

Vesuvius proves to be a fertilizer factory of stupendous kind. Dr. Stokloss, of Prague, calculates that in the late eruption the crater threw out upon the surrounding ground about 50,000,000 tons of mud, sand, ashes, lava, etc., containing an average of 0.1 per cent. of nitrogen. This product of 50,000 tons of nitrogenous fertilizer is more than is used in the whole of England. In addition the mountain has made enormous deposits of potassium phosphate and other fertilizing salts, and the vapours constantly rising from the crater are laden with plant food.

The dreaded "tear-fly" of Africa is supposed to breed in the banana plantations. As the banana is the staple food of the country, the plantations cannot be destroyed, and it is proposed to introduce the jungle fowl to exterminate the flies, beginning the experiment on the fly-infested deserted island of Kim mi in the Victoria Nyangas.

Photographs of single vowel sounds or musical notes have been made for a considerable time, but with the improved recording system of K. Marb, a German investigator into the psychology of language, we may obtain a continuous picture of an entire speech. Using König's gas-flame, which oscillates in height with the vibrations of the gas container, he registers the sound motion in smoke instead of by photography. The gas is passed through a tube into a capsule closed by a membrane and having a suitable burner tube; the capsule is placed on a box with the membrane over a circular aperture, and vibrations are set up by a tuning fork at one side of the box or by a telephone membrane. A strip of paper is slowly wound from one roll to another just above the flame. While there is no vibration the paper is smoked a uniform gray colour; but when the tuning fork or telephone membrane is made to act, the flame is rapidly oscillated and the smoked record is broken up into a series of little tongues pointing in the direction of the tone motion. The tongues vary in size and shape. Each vowel spoken into the telephone gives a characteristic series of vibrations, and words produce varying combinations. A timing device, marking tenths of a second on the tape, is to be added to the apparatus.

Having given a five per cent. aqueous solution of carbon disulphide for the relief of intestinal symptoms accompanying pneumonia, an Italian physician was surprised by a remarkable improvement in the pneumonia itself. Tried on

four cases of uncomplicated pneumonia, the remedy gave excellent results, fever disappearing on the third or fourth day, and expectoration being slight. The volatile substance, easily absorbed by the blood, is supposed to paralyze the pneumo-coeli and neutralize their toxins.

A late list shows that 601 minor planets had been recorded up to June 21st last, 34 having been discovered—mostly at Heidelberg—since the previous July 30th.

THE "OPEN DOOR" IN MANCHURIA.

QUESTIONS IN THE JAPANESE HOUSE OF REPRESENTATIVES.

The Japan Chronicle of February 16th says:

The proceedings on Thursday of the Budget Committee in the House of Representatives are of interest, the Estimates for the administration of Kwantung and Khabuluo (the Japanese half of Saghalien) being considered.

In reply to a question of Mr. Sasaki, a member of the Daimo Club, in regard to the Government policy of the administration in Kwantung, Mr. Chinda, Vice-Minister for Foreign Affairs, stated that in South Manchuria the Government was working on the principle of the "open door" and "equal opportunity," in accordance with the spirit of the treaty of peace. Some foreigners continued the Vice-Minister, were inclined to think that the Japanese Government would not carry out its pledge to maintain the "open door" in South Manchuria, seeing that duties were imposed on goods imported through Newchwang, while Japanese goods were admitted duty-free through Tairen. This opinion was mistaken, and, Japanese and foreign goods were alike admitted duty-free through Tairen. In fact, the Japanese Government was hesitating to establish a Customs-House at Tairen, as it was considered that it was not necessary to do so before a Customs-House was established by Russia in North Manchuria. Now that it had been agreed between the Chinese and Russian Governments to establish a Customs-House in North Manchuria, a Customs-House would be established at Tairen. The assurance repeatedly given by the Government of the "open door" and "equal opportunity" in Manchuria would remain unchanged after the war as before.

Mr. Yokota, a Progressive, inquired as to the Government policy of the administration of Khabuluo. Mr. Hara, Home Minister, stated that the new territory would be placed under the jurisdiction of the Home Department from the coming fiscal year, and an official to direct the administration, under the title of the Director of the Khabuluo Government, would be shortly appointed. The territory would be ruled on the same lines as the administration of the motherland. The Khabuluo Government would not be vested with power to make laws, as in Formosa, but would be placed on the same footing as Okinawa (Luchu). Fishery and forestry were the principal industries of the new territory.

Mr. Yokota, referring to reports that the question of Russia's fishing rights in Khabuluo would be submitted to the decision of the Hague Court of Arbitration, or that such Russian rights would be purchased by the Japanese Government, asked whether there was any truth in these reports.

Mr. Chinda, Vice-Minister for Foreign Affairs, replied that the views of the two Governments were in opposition on the question, and that efforts were being made to settle the difficulty diplomatically. The Vice-Minister added that nothing definite had been decided as to whether the question should be submitted to the decision of the Hague Court or the Russian rights purchased.

Mr. Sasaki further asked whether it was true that one Chin as had taken in hand the construction of a railway between Kirin and Changchun. The Vice-Minister for Foreign Affairs replied that such reports had appeared in the newspapers, but the Government was not yet in receipt of any authoritative intelligence on this matter.

Mr. Sasaki further inquired if the withdrawal of troops from Manchuria would not diplomatically affect Japan. The Vice-Minister stated that he could not tell what would be the effect of the withdrawal of the troops from a military point of view, but diplomatically it would in no way affect Japan.

No further questions were asked, and the meeting having agreed to refer the Estimates to sub-committees, the proceedings terminated. A Tairen message states that Mr. Kurokawa, Assistant-Chief Commissioner of the Newchwang Customs, arrived at Tairen on the 13th instant to make the necessary preparations for the establishment of the Customs-House, which is expected to be opened on April 1st next.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
 On the 4th at 11.50 a.m.—The barometer has risen over China, and fallen over Japan and the Loochoos.

A depression appears to be moving Eastwards in the N. part of the Sea of Japan, and a second area of low pressure is moving N.E. to the S. of the Loochoos.

Pressure is again high over Central and Northern China.

The monsoon will freshen again in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.11 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood
 N. winds moderate; fine.
 N. to N.E. winds, moderate to strong.

Formosa Channel
 South coast of China between Hongkong and Lamooka
 South coast of China between Hongkong and Hainan

Same as No. 1.
 Same as No. 2.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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THE DIRECTORY AND CHRONICLE FOR 1907.
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deprived of every particle of HUSK and FIBRE combined with PLASMON (the concentrated nourishment of fresh milk).

Only four minutes' boiling required, to make DELICIOUS PORRIDGE

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 All Letters Addressed: MANAGER, MITSU BISHI CO. with name of place under.

BRANCH OFFICES:—
 NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG, & HANKOW.

AGENTS:—
 YOKOHAMA: M. ASADA, Esq.
 CHINESE: Messrs. GLENN & Co.
 MANILA: Messrs. MACDONALD & Co.

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 MERCHANT NAVY
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 LONG FLAY
 RELIANCE CROWN
 TARTAN LING
 ARNOLD, KARBURG & CO.
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 These tiny Capsules—superior to Copaluba, Cubes, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.
 Each Capsule bears the name MIDY.

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The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money order, Hongkong, 3rd October, 1906.

SHIPPING.

ARRIVALS.

ARON, British str., 2,769, Robert, 3rd March—Port Kowloon 7th Feb. Co. Order.
 AUSTRALIAN, French str., 3,543, H. Veron, 3rd March—Shanghai 1st March, Mails and General—Messagerie Maritimes.
 CADMUS, H.M.S. British ship, 1,070, Comd. B. L. Mejdovic, 4th March—Ningpo 1st March.
 ERNEST SIMONS, French str., 2,800, Gerard, 4th March—Marseilles 3rd Feb. General—Messagerie Maritimes.
 GLENFARROW, British str., 2,390, U. Larkin, 4th March—Singapore 20th Feb. General—Order.
 HONO BEZ, British str., 2,056, Peters, 4th March—Famagusta and Singapore 21st Feb. Sugar—Chinese.
 KWEILIN, 3rd March—from Canton.
 PHUQUANG, German str., 1,021, F. V. Mangold, 4th March—Bangkok 20th February, Rice—Melchers & Co.
 PROVIDENCE, Norwegian str., 693, H. Skarred, 3rd March—Saigon 25th February, Rice—Wallum & Co.
 SADO MARU, Japanese str., Geo. Anderson, 4th March—Yokohama and Shanghai 1st March, General—Nippon Yusen Kaisha.
 SHANGHAI, British str., 1,225, Boyd, 3rd March—Saigon 26th February, Rice—Butterfield & Swire.
 SPECULUM, 3rd March—from Canton.
 TELAMACHUS, British str., 1,340, J. Williamson, 4th March—Saigon 16th February, Rice—Chinese.
 TITANIA, German str., 1,800, Schmick, 4th March—Zemboanga 26th Feb.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 March 4th.
 Aus. str., French str., for Saigon.
 Szechuan, British str., for Saigon.
 Yochow, British str., for Shanghai.

DEPARTURES.

March 3rd.
 CHUYEN, Chinese str., for Canton.
 March 4th.
 BRECONSHIRE, British str., for Shanghai.
 FEI, Norwegian str., for Saigon.
 HAILAN, French str., for Hobei.
 HELENE, German str., for Canton.
 HUNDAL, Norwegian str., for Saigon.
 KOUANG SI, French str., for Shanghai.
 YANGMO, Korean str., for Moji.

VESSELS IN DOCK.

March 4th.
 ABERDEEN DOCK.—Szechuan, French, Z. Y. de Aldecoa, Kowloon, Kowloon, Soudy, Prince Sigismund, Wankow, Tientsin, Rube, Peking, Antwerp.
 COSMOPOLITAN DOCK.—Peng Fei.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HACHING."
 Captain A. E. Hodgins, will be despatched for the above ports TO-DAY, the 5th inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS, LARBAK & Co.,
 General Managers.
 Hongkong, 1st March, 1907. 488

ORIENTAL PACIFIC LINE.

MONTHLY SERVICE FROM
 HONGKONG TO SAN FRANCISCO
 via KOBE & YOKOHAMA.

The Steamship
 "DAKOTAH" ... On 5th March, 5 P.M.
 For Freight and Further Particulars,
 Apply to—
 SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 22nd January, 1907. 256

NAVIGAZIONE GENERALE ITALIANA.

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STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALAO.
 (Taking Cargo at through rates to Persian Gulf and Bagdad, also BARCHONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."
 Captain Dodero, will be despatched as above on TUESDAY, the 12th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 4th March, 1907. 4

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.
 will be sent to Valparaiso if sufficient inducement.

Steamers Tons To Sail.
 "GLENFARROW" ... 4,000 March 26th, Noon.
 "KASATO MARU" ... 6,100 April 25th, Noon.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A only qualified Surgeon is carried on each boat.

K. MATSUDA, Manager,
 Yokohama Building.
 Hongkong, 8th February, 1907. 10

ENG HOK FONG S.S. CO.

THE Steamer

"WOOLWICH."
 Captain A. Stoker, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on the 28th March, 1907.
 For Freight or Passage, apply to
 ENG HOK FONG & CO.,
 27, Des Voeux Road Central.
 Hongkong, 1st March, 1907. 483

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON &c. via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews	P. & O. S. N. Co.	On 9th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL.	AUSTRALIEN	French str.	—	Veron	MESSAGERIES MARITIMES.	To-day, at 1 P.M.
MARSEILLES, HAYRE, COPENHAGEN, &c.	TRANQUEBAR	Dan. str.	—	—	MELCHERS & Co.	On 12th inst.
MARSEILLES, LONDON & ANTWERP	LATONIA	Ger. str.	k.w.	Wunnenberg	HAMBURG-AMERIKA LINE	On 22nd inst.
BREMEN, via PORTS OF CALL.	PRINCESS ALICE	Ger. str.	—	Ch. Andrews	P. & O. S. N. Co.	About 27th inst.
HAYRE, BREMEN & HAMBURG via STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Russ	MELCHERS & Co.	On 13th inst. at Noon.
HAYRE & HAMBURG via STRAITS, &c.	BELOARIVA	Ger. str.	k.w.	Schillke	HAMBURG-AMERIKA LINE	On 24th inst.
NAPLES, LISBON, HAYRE & HAMBURG	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINE	On 16th inst.
NAPLES, PLYMOUTH, HAYRE & HAMBURG	HAMBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINE	On 5th April.
NEW YORK via PORTS & SUEZ CANAL.	RHENANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINE	On 3rd May.
VANCOUVER via SHANGHAI JAPAN, &c.	MUNCASTER CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	About 12th inst.
VICTORIA (B.C.) & TACOMA via JAPAN.	ALPENA	Am. str.	3 m.	—	SHEWAN, TOMES & Co.	On 14th inst. at 4 P.M.
SAN FRANCISCO via PORTS	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 27th inst. at Noon.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	LYRA	Am. str.	1 m.	H. C. Armstrong	CANADIAN PACIFIC R. Co.	On 13th April.
SALINA CRUZ, MEXICO, via MOJI, JAPAN.	DAKOTAH	Brit. str.	—	—	SHEWAN, TOMES & Co.	To-day, at 5 P.M.
AUSTRALIAN PORTS via MANILA.	GLENFARROW	Brit. str.	—	Holman	OTO KISEN KAISHA	On 26th inst. at Noon.
MOJI, KOBE & YOKOHAMA	WOODWICH	Brit. str.	—	A. Stoker	ENG HOK FONG & Co.	On 28th inst.
YOKOHAMA & KOBE	PRINCE SIGISMUND	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 8th inst. at 4 P.M.
CHINGWANGTAO, YOKOHAMA & KOBE	CLAYTON	Brit. str.	1 m.	G. W. Babot	MELCHERS & Co.	On 28th inst. at Noon.
TSINGTAO & CHEFOO	CHANGSHA	Brit. str.	1 m.	T. Moore	P. & O. S. N. Co.	About 9th inst.
TSINGTAO, NAGASAKI & VLADIVOSTOK	TIJANAS	Dut. str.	—	Pauder	BUTTERFIELD & SWIRE	On 18th inst.
WEIHAIWEI & TIENTSIN	DOROTHY	Dan. str.	—	—	MELCHERS & Co.	Quick despatch.
CHEFOO & NEWCHANG	KWEILIN	Brit. str.	1 m.	H. A. Harde	BUTTERFIELD & SWIRE	About 2nd May.
SHANGHAI, KOBE & YOKOHAMA	TECHUNG	Ger. str.	k.w.	G. S. Weigall	HAMBURG-AMERIKA LINE	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	CHINSHING	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	HEICHOV	Brit. str.	1 m.	J. Warrack	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	NANCHANG	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINE	To-day, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	HAMBURG	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 7th inst. Daylight.
SHANGHAI, YOKOHAMA & KOBE	JOHNSON	Brit. str.	—	A. E. Sandbach	MELCHERS & Co.	About 7th inst.
SHANGHAI, YOKOHAMA & KOBE	LIBERIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 8th inst.
SHANGHAI, YOKOHAMA & KOBE	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 8th inst.
SHANGHAI, YOKOHAMA & KOBE	ZAPLEN	Brit. str.	—	W. Smith	MELCHERS & Co.	On 13th inst.
SHANGHAI, YOKOHAMA & KOBE	KIKIANG	Brit. str.	1 m.	T. Ho	BUTTERFIELD & SWIRE	On 14th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	JOHN MARU	Jap. str.	—	A. E. Hodgins	OSAKA SHOSEN KAISEA	On 10th inst. at 8 A.M.
SHANGHAI, YOKOHAMA & KOBE	FOKUSU MARU	Jap. str.	—	A. E. Hodgins	OSAKA SHOSEN KAISEA	To-morrow, at Daylight.
SHANGHAI, YOKOHAMA & KOBE	HAICHING	Brit. str.	2 h.	Sommerville	DOUGLAS, LARBAK & Co.	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	TEAN	Brit. str.	1 m.	A. G. Smith	BUTTERFIELD & SWIRE	On 5th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	LOONGSANG	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 8th inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	RUBI	Brit. str.	—	R. Rodger	BUTTERFIELD & SWIRE	On 16th inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	KAIFONG	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 19th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	MAUSANG	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co.	On 8th inst. at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	FOOKSANG	Brit. str.	—	A. E. Gaudes	DAVID SARGENT & Co., Ltd.	To-morrow, at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	LIGHTNING	Brit. str.	—	Dodero	CARLOWITZ & Co.	On 12th inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	ISCHIA	Ital. str.	—	—	—	—

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 9th Mar. Noon.
ZAFIRO	2540	R. Rodger	Manila.	On 16th Mar. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 4th March, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
 S.S. "ALBENGA" ... On or about 12th April.
 S.S. "ATHOLL" ... About end of April.

For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 4th March, 1907. 16

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR SINGAPORE & SOERABAYA ... "FOOKSANG" ... Wed. 6th Mar. 3 P.M.
 FOR SHANGHAI VIA SWATOW & CHEFOO ... "CHIPSING" ... Wed. 6th Mar. Noon.
 FOR SHANGHAI ... "CHIPSANG" ... Thursday, 7th Mar. daylight.
 FOR SHANGHAI ... "MAUSANG" ... Friday, 8th Mar. 4 P.M.
 FOR SHANGHAI ... "LOONGSANG" ... Friday, 8th Mar. 4 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze ports.

† Taking Cargo on Through Bills of Lading to Khat Labad, Datu, Simporna, Tawao, Lunan, Jomelon and Labuan.

For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.

Hongkong, 5th March, 1907. 18

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"SIBIRIEN"	... About 7th Mar.
MARSEILLES, HAYRE, COPEH.	"TRANQUEBAR"	... On 12th Mar.
HAGEN and ST. PETERSBURG	"DOROTHY"	... About 2nd May
CHINGWANGTAO, YOKOHAMA, and KOBE		

For Further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 4th March, 1907. 9

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
LYRA	4,417	H. C. Armstrong	On 13th April
SHAWMUT	9,606	E. V. Roberts	On 23rd April

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE—ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures its steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

QUEEN'S BUILDINGS, HONGKONG, 4th March, 1907. DODWELL & CO., LIMITED, GENERAL AGENTS. 7

HAMBURG-AMERIKA LINE.

PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply lighted and fitted with fans. Laundry on Board. Doctor and Stewardsess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILENTIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HAMBURG ... 5th March
 RHENANIA ... 3rd April
 HOHENSTAUFEN ... 2nd May
 SILENTIA ... 2nd June
 SCANDIA ... 2nd July

HOMEWARD.

FOR THE STRAITS, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, PLYMOUTH, HAYRE, & HAMBURG.

* SCANDIA ... 16th March
 + SLAVONIA ... 16th March
 HAMBURG ... 16th March
 RHENANIA ... 3rd May
 HOHENSTAUFEN ... 29th May

† Calls at LISBON.

† Calls at MARSEILLES.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ... 5th March
 FOR SHANGHAI, KOBE & YOKOHAMA ... 8th March
 FOR SHANGHAI, KOBE & YOKOHAMA ... 16th March
 FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd April

NEXT SAILINGS HOMEWARD.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

* SCANDIA ... NAPLES, LISBON, HAYRE & HAMBURG ... 16th March
 SLAVONIA ... FOR MARSEILLES, HAYRE & HAMBURG ... 2nd March
 BRASLIA ... FOR HAYRE, BREMEN & HAMBURG ... 24th March
 HAMBURG ... NAPLES, PLYMOUTH, HAYRE & HAMBURG ... 5th April
 BELGRAVIA ... FOR HAYRE & HAMBURG ... 19th April
 RHENANIA ... NAPLES, PLYMOUTH, HAYRE & HAMBURG ... 3rd May

† Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin amply lighted throughout by electricity. Duly qualified doctor and stewardsess carried. Laundry on board.

COAST SERVICE.

TUNGUS ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOK 10th March [12

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"AUSTRALIEN."

Captain Veron, will be despatched for MARSEILLES on TUESDAY, the 5th March, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. "Nera," bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "ERNEST SIMONS" ... 19th Mar.
 S.S. "POLYNESE" ... 2nd April.
 S.S. "VILLE DE LA CROIX" ... 16th April.
 S.S. "SALAZIE" ... 14th May.

G. DE CHAMPEAUX, Agent.

Hongkong, 20th February, 1907. 2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

Through Bills of Lading issued from BATAVIA, BOMBAY, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain J.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	MALTA Capt. T. A. Pelen	About 8th March	Freight and Passage.
LONDON, &c., VIA USUAL PORTS	DELHI Capt. J. D. Andrews	Noon, 9th March	See Special of Call
MOJI, KOBE & YOKOHAMA	CEYLON Capt. G. W. Babot	About 9th March	Freight and Passage.
MARSEILLES, LONDON and ANTWERP	MANILA Capt. F. E. Andrews	About 27th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th February, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	TEAN	On 5th Mar., 4 P.M.	
SHANGHAI	YOCROW	On 5th Mar., 4 P.M.	
TSINGTAO and CHEFOO	KWEILIN	On 6th Mar., 4 P.M.	
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TSINAN	On 8th Mar., 4 P.M.	
WEIHAIWEI and TIENTSIN	HUICHOW	On 9th Mar., 4 P.M.	
CHEFOO and NEWCHOW	NANCHANG	On 9th Mar., 4 P.M.	
SHANGHAI	KIUKIANG	On 14th Mar., 4 P.M.	
YOKOHAMA and KOBE	CHANGSHA	On 18th Mar., 4 P.M.	
CEBU and ILOILO	KAIFONG	On 18th Mar., 4 P.M.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates on all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th March, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSIU VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 10th Mar., at 9 A.M.
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. T. ITO	WEDNESDAY, 6th Mar., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Ample. Unrivalled Table.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

14

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

"THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the 'EMPERESS LINE' Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER."

PROPOSED SAILINGS (Subject to Alteration).	LEAVES HONGKONG	ARRIVES VANCOUVER
R.M.S. "EMPERESS OF JAPAN"	6,900 Tons	1st April
"TAIAR"	4,425	15th April
"EMPERESS OF CHINA"	6,000	28th April
"ATHENIAN"	3,882	1st May
"EMPERESS OF INDIA"	6,000	25th May
"MONTEAGLE"	6,163	22nd May

* "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 11 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamships,
14,600 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 282.
Intermediate on Steamers: 240, 242.

R.M.S. "MONTEAGLE," "TAIAR," and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps/Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Prays, opposite Blake Pier.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST, 1906	\$10.50	TRADE MARK REGULATIONS IN CHINA	\$1.25
Do. Small Edition	6.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustrations.	1.90
DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA	0.50	HONGKONG WEEKLY PRESS, half yearly vol. bound	7.50
CHILDREN OF FAR CATHAY: a Social and Political Novel, by C. J. Halecombe	3.50	FIFTY YEARS ANGLICAN CALENDAR, 1864 to 1913	2.00
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebra- tions in 1891	1.00	RATES OF EXCHANGE HONGKONG English Mail days 1874 to 1905	2.00
THE HONGKONG TYPHOON, Sept. 18th, Illustrated Account	0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905	1.90
TEMPORARY MINING REGULA- TIONS IN CHINA	0.50	CALLED OUT: or the Cheng Wang's Daughter, an Anglo-Chinese Ro- mance, by Chas. J. H. Halecombe	2.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. Terrible)	1.00
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub- lished Annually	4.00	SKETCH OF THE WEST RIVER	0.25
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Landarmy, Illustrated Column	1.00	PLAN OF VICTORIA	0.75
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	" KOWLOON	0.75
POLITICAL ORBITALS TO MIS- SIONARY SUCCESS IN CHINA	0.25	" NEW TERRITORY	0.75
		" CANTON	0.50
		POWER OF ATTORNEY FORM	0.25

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUERZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINCESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
* SACHSEN	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May
HAYERN	WEDNESDAY 22nd May
PRINZ HEINRICH	WEDNESDAY 5th June
SCHARNHURST	WEDNESDAY 19th June
ROON	WEDNESDAY 3rd July

* 1 Class accommodation being engaged by H.M. The King of Siam, 11 Class Passengers only, will be accepted.

ON WEDNESDAY, the 13th day of MARCH, 1907, at Noon, the Steamship
"PRINCESS ALICE," Captain Ch. Polack, with MAILED PASSENGERS, SPECIE
AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.Shipping Orders will be granted till NOON, on MONDAY, the 11th Mar. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 12th Mar., and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 12th Mar.Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO	1st Class	2nd Class	3rd Class
NAPLES, GENOA AND GIBRALTAR	231 0 0	232 0 0	222 0 0
return	91 0 0	83 0 0	33 0 0

TO SOUTHAMPTON, LONDON, BREMEN

AND HAMBURG

return	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

* TO NEW YORK VIA SUEZ

via NAPLES, GENOA OR GIBRALTAR

return	84 0 0	44 0 0	26 0 0
return	115 0 0	79 0 0	47 0 0

via BREMEN OR SOUTHAMPTON

return	83 0 0	43 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers'
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERCEPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
PRINZ SIGISMUND	3302 tons ... THURSDAY, 28th Mar.
MANILA	1790 tons ... SATURDAY, 30th April

ON THURSDAY, the 28th March, at Noon, the Steamship "PRINZ SIGISMUND,"

Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50—	\$30—	\$20—	return	\$91— \$50—
TO NEW GUINEA	\$28—	\$18.10	\$14.00	return	\$42— \$27.15
TO BRISBANE	\$30—	\$20—	\$14—	return	\$54— \$38—
TO SYDNEY	\$23.10	\$14—	\$10—	return	\$65.10 \$44.10
TO MELBOURNE	\$23.10	\$14—	\$10—	return	\$65.10 \$44.10
TO YOKOHAMA	\$80.00	\$50.00	\$40.00	return	\$170.00 \$120—
TO KOBE	\$85.00	\$50.00	\$40.00	return	\$170.00 \$120—
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00			

* THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 237 0 0.

TO EUROPE VIA AUSTRALIA AND AMERICA 96 0 0.

From Australia to New York via Vancouver by the O.P.R. Co.'s steamers, or via San
Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "ZIETEN" ... Wednesday, 13th Mar.

KOBE & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O.S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

TO	1st Class
To London via Plymouth or Southampton	282 0 0
To Bremen	63 10 0
To Paris via Cherbourg	65 0 0
To Naples, Genoa via Gibraltar	65 0 0

Passage money payable in local currency at current eight Bank, rate of Exchange on the
day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOURES & CO., AGENTS.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 Tons, Capt. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON
SATURDAY, 23RD MARCH,AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 29 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 First and £42 Second SALOON.

TO LONDON—£65 First and £44 Second SALOON.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and
to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

Fresh Water and Ice, SHIP'S STORES and Provisions at Moderate Prices.

Floating Dock available for Steamers up to 3,000 tons displacement and workshop
fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LINE,
YORK BUILDINGS.

[2300]

SHIPPING IN PORT.

STEAMERS.

AMARA, British str., 1,556, C. J. Matlock, 20th Feb.—Saigon 20th Feb. Rice—Jardine, Matheson & Co.

CHIESHING, British str., 1,199, M. Picknell, 24th Feb.—Saigon 18th Feb. Rice—Jardine, Matheson & Co.

CHOWTAN, German str., 1,115, W. Mollerbach, 14th Feb.—Bangkok 4th Feb. Rice and Wool—Butterfield & Swire.

CHOYSAI, British str., 1,424, A. E. Sandbach, 2nd March—Saigon via Swatow 26th Feb. General—Jardine, Matheson & Co.

DAIYA, Japanese str., 1,735, N. Aikawa, 27th February—Moji 21st Feb. Coal—Mitsui Bussan Kaisha.

DAKOTAN, British str., 2,593, W. A. Ross, 17th February—San Francisco 13th January, Kronos Oil Co.—Standard Oil Co.

DAPHNE, German str., 1,251, A. E. Schipper, 1st March—Saigon 25th February, Rice—Hamburg-America Linie.

DEVAYONGE, German steamer, 1,037, Bunce, 25th Feb.—Koching 16th Feb. General—Butterfield & Swire.

DEUMORTH, British str., 2,472, James Farmer, either 25th Feb.—Ca. off 12th February, Coal—Order.

EMPERESS OF JAPAN, British str., 3,330, H. Pybus, 13th Feb.—Vancouver & Shanghai 11th Feb. Mail & General—C. P. R. Co.

FOOKSANG, British str., 1,887, W. E. Siver, 24th Feb.—Calcutta 10th Feb. Coal—Jardine, Matheson & Co.

FUKUSHU MARU, Japanese str., 1,090, T. Ito, 2nd March—Anping and Swatow 28th Feb. General—Osaka Shosen Kaisha.

HABSHUR, German str., 4,076, M. Teller, 3rd March—Hamburg 20th Jan. General—Hamburg-America Linie.

HAIHING, British str., 1,271, A. E. Hodgins, 3rd March—Fouchow 28th Feb. Amoy 1st March and Swatow 2nd, General—Anglo Lapraik & Co.

HATAI, British str., 1,183, J. S. Roach, 24th February—Coast Ports 23rd Feb. General—Douglas Lapraik & Co.

HONGKONG MARU, Japanese str., 3,447, E. Beat, 25th Feb.—San Francisco 23rd Jan. General—Toro Kisen Kaisha.

HITCHCOCK, British str., 1,217, E. Forsyth, 27th Feb.—Saigon 22nd Feb. Rice—Butterfield & Swire.

KANJU MARU, Japanese str., 1,742, K. Hashimoto, 28th Feb.—Saigon 23rd February, Rice—Fukusi & Co.

KEONG WAH, German str., 2,406, T. Kohler, 27th Feb.—Bangkok 19th Feb. Rice—Butterfield & Swire.

KIYO MARU, Japanese str., 1,418, S. Hirai, 3rd March—Saigon 25th Feb. Rice—Jardine, Matheson & Co.

KNIVSBERG, German str., 415, S. Turgensen, 2nd March—Kuang-chow-wan 1st March, Ballast—Jensen & Co.

KOON MARU, Japanese str., 346, T. Okuma, 1st March—Moji 23rd Feb. Coal—Fukusi Kaisha.

LIGHTNING, British str., 2,122, A. F. Pentle, 3rd March—Calcutta and Straits 14th Feb. General—D. Sassoon & Co.

LOONGSANG, British str., 1,092, A. G. Smith, 18th Feb.—Manila 15th Feb. General—Jardine, Matheson & Co.

MACDONALD, German str., 998, T. Zollner, 3rd March—Bangkok 18th February, Rice and Teak—Butterfield & Swire.

26th February—Sandakia 20th February General—Jardine, Matheson & Co.

MARABITA, American str., 721, John A. R. Cushing, 2nd March—Singapore 14th February, General.

MANAN MARU, Japanese str., 702, J. S. Karai, 27th Feb.—Taman 24th Feb. General—Osaka Shosen Kaisha.

MERCKES, British transport, 2,900, J. S. McGregor, 29th Jan.—Singapore 22nd Jan. Coal—Admiralty.

NEMIN, British str., 57, A. Erikson, 2nd March—Bangkok 20th Feb. Rice—China.

PALUX, Norwegian str., 781, H. E. Bjornes, 27th Feb.—Saigon 21st Feb. Rice—

PHU YEN, French str., 2,100, Bouisson, 15th Feb.—Saigon 11th Feb. Rice—Bradley & Co.

PYTHAGORAS, German str., 1,267, D. Reimers, 28th Feb.—Bangkok 20th Feb. Rice—Butterfield & Swire.

PRINZ WALDEMAR, German str., 1,736, C. Vollmeier, 13th Sept.—Kobe 12th Sept. General—Melchers & Co.

RAJAH, German str., 1,275, A. Denker, 13th February—Bangkok 16th Feb. Rice and Teak—Butterfield & Swire.

RATHO, British str., 2,777, J. Thomson, 9th February—New York and Manila 4th Feb. Case Oil—Standard Oil Co.

SEINO MARU, Japanese steamer, 1,385, L. H. Matsukake, 2nd March—Kobe 22nd Feb. General—Japanese.

SHINANO MARU, Jap. str., 3,900, K. Kamura, 2nd Feb.—Saigon 22nd Jan. and Shanghai 21st Feb. General—Nippon Yusen Kaisha.

SOROSON, American str., 428, Vitters, 7th Sept.—Manila 4th Sept. Ballast—Order.

SOSHU MARU, Japanese str., 1,110, T. Suruga, 24th Feb.—Shanghai via Foochow, Amoy and Swatow 17th Feb. General—Osaka Shosen Kaisha.

TAISAWA, British str., 1,544, D. Christie, 22nd Feb.—Swatow 21st Feb. General—Jardine, Matheson & Co.

TAIWAN, British str., 1,040, J. A. Martin, 25th February—Saigon 21st February, General—Chinese.

TEAN, British str., 1,346, Somerville, 1st March—Manila 26th Feb. General—Butterfield & Swire.

TEUCER, British str., 5,806, J. Barwise, 25th February—Tacoma 23rd Feb. General—Butterfield & Swire.

TENHOW, British str., 901, T. R. Kidd, 2nd March—Saigon 25th February, Rice and General—Arnhold, Karberg & Co.

TAIJIARAR, British str., 2,475, P. J. v. Emmelrich, 2nd Feb.—Manila 7th Feb. Coal—Java-China-Japan Line.

TAKEUCHI, Japanese str., 2,562, K. Shimura, 23rd Feb.—Kuchino-oto 22nd Feb. Coal—Mitsui Bussan Kaisha.

WAISING, British str., 1,170, W. F. Richard, 17th Feb.—Moji 12th Feb. Coal—Jardine, Co. & Co.

YONETAMA, Japanese str., 1,754, S. Todoroki, 2nd March—Moji, Malacca and General—Japanes.

YUENSANG, British str., 1,128, F. Mooney, 24th February—Manila 21st February, General—Jardine, Matheson & Co.

SAILING VESSELS.

ESKABOVI, British ship, 1,771, W. McBurnie, 13th Oct.—Manila 13th, Sept., Ballast—Daxwell & Co.

